

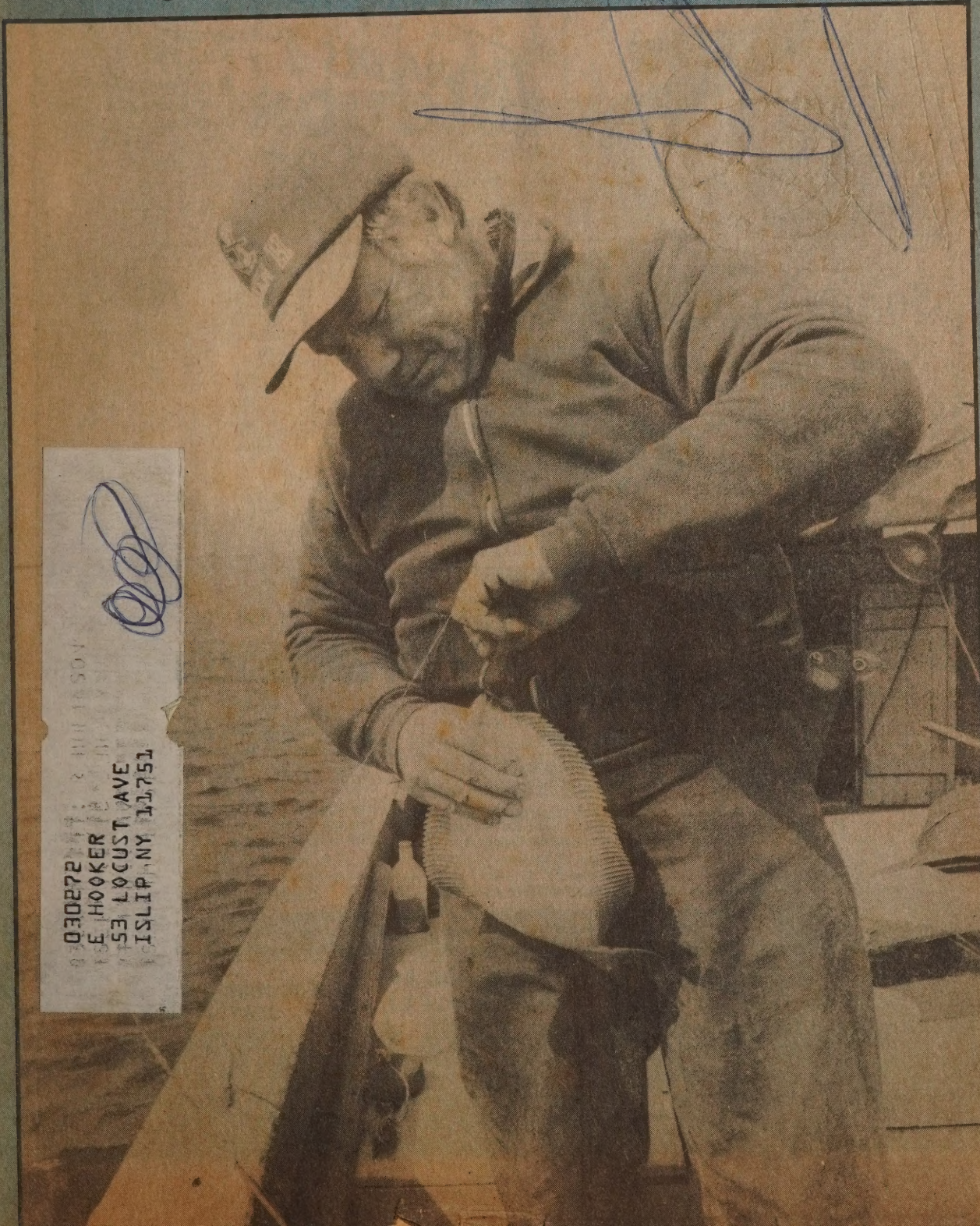


THE

# Fisherman

March 10th—March 16th, 1988, No. 10 75¢

Long Island, Metropolitan New York Edition



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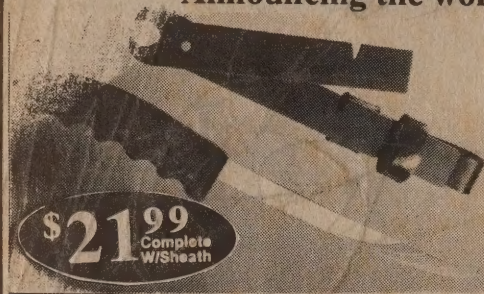
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Sizes: XS - XXL  
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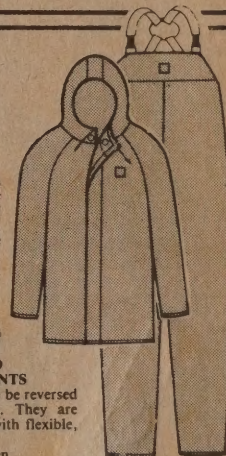
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Sizes: XS-XXL

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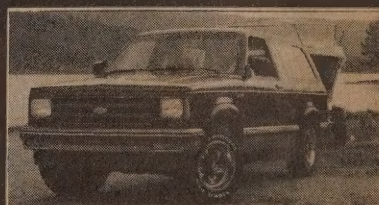
**SUBURAN**



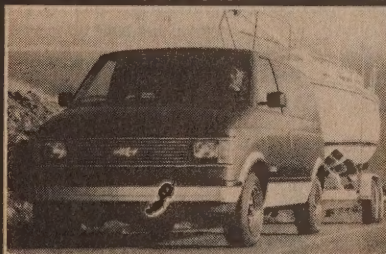
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# **THE Fisherman**

— LONG ISLAND, METROPOLITAN NEW YORK EDITION —

Volume 23, Number 10

March 10th, 1988

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## ABOUT THE COVER:

Catching a flounder like this on the weekend of April 9 and 10 could earn you some cash or one of many fine tackle prizes in the upcoming Captree Flounder Derby. For more details on this popular event, see pages 26 and 45. Dick Mermon Photo.

# FORCE

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Ski, fish or cruise, you won't find a better value. And all the features that make it a reliable, fun machine are standard.

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Power for skiing, economy for cruising and outstanding reliability—the FORCE 85 provides you with carefree boating.

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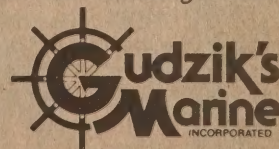
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Unbreakable and easily installed, Outboards under 30hp. \$59.95, over 30hp. and I/O's \$67.95, Volvo 280,290 \$107.95. NYS residents add 8% Tax.

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And Save On Fuel All Season

### CUSTOMER COMMENTS

#### BAYLINER

RON F. LAKEWORTH, FL 1/13/88  
28' TROPHY 260hp VOLVO 280  
"I USE MY BOAT FOR DIVING, AND CARRY LOTS OF HEAVY GEAR. THE DOEL-FIN GET THE BOAT ON PLANE FASTER AND REDUCED MY PLANING SPEED BY BETTER THAN 400 RPM. THEY WERE DEFINITELY WORTH THE MONEY!"

#### HYDRASPORT

JOHN L. GROTON, CT 1/14/88  
24' CENTER CONSOLE, 185hp JOHNSON  
"THE DOEL-FIN IS SUPER, ON A FIFTY MILE RUN OUT TO THE BUTTERHOLE OFF MONTAUK POINT MY FUEL CONSUMPTION WENT FROM 60 GAL. TO ABOUT 40 GAL. I'M ABLE TO TRIM PERFECTLY NOW. THE BOAT IS MUCH DRYER AND SMOOTHER. IN A 4' SEA THEY MAKE ONE HECK OF A BIG DIFFERENCE. THEY'RE THE BEST INVESTMENT I EVER MADE IN THE BOAT."

#### SEA OX

PETE G. MIDDLESEX, NJ 1/14/88  
23' CUDDY, 200hp MARINER  
"YOUR DOEL-FINS ARE INCREDIBLE! WITH 6 PEOPLE AND GEAR, IT PLANES AT 2200 RPM. IT WAS PLANING AT ABOUT 3300 BEFORE THEM. CAVITATION HAS BEEN TOTALLY ELIMINATED IN HARD TURNS. THE ENTRY HAS IMPROVED 100%. THERE IS NO POUNDING AT ALL AND HANDLING IS BETTER IN A FOLLOWING SEA. I'D SAY MY FUEL ECONOMY HAS IMPROVED AT LEAST 10-15%. YOU CAN TELL THE ENGINE ISN'T WORKING AS HARD AT 3000 RPM. IT'S MUCH QUIETER. ABOUT 10 OF MY FRIENDS, BOUGHT THEM AND THEY'RE ALL PLEASED!"

#### SEA SPRIGHT

CLARENCE N. LEHIGHTON, PA 11/7/87  
17' BOWRIDER, 120hp MERC I/O  
"I WAS SKEPTICAL AT FIRST, BUT NOW I'M A BELIEVER. MY BOAT, HANDLES BETTER, RIDES SMOOTHER THROUGH CHOPPY WATER, PLANES FASTER, HAS NO BOW RISE, AND PICKED UP ABOUT 5 MPH. IF THIS SOUNDS LIKE A TESTIMONIAL, YOUR RIGHT! I ONLY WISH I HAD PUT DOEL-FINS ON 4 YEARS AGO WHEN I BOUGHT THE BOAT."

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Nyalic — clear protective coating



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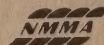
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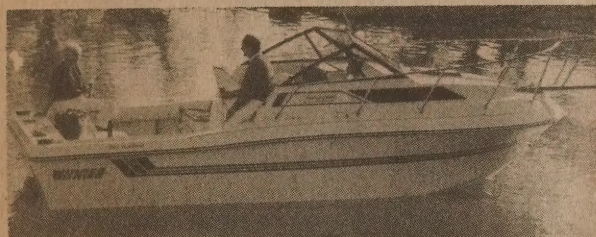
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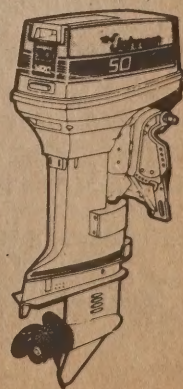
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# Pass It On

## NORTH BROOKHAVEN SPORT FISHERMEN'S CLUB

The public is welcome to an open meeting for all persons who love to fish. Guest speaker will be well known charter captain, Tony Loperfido. The meeting is March 14th at 8PM, at the Brookhaven Mod Building, intersection of Rte. 25A and Rte. 83 Mt. Sinai. Refreshments and friendship to all.

## ATLANTIS ANGLERS GEARING UP TO RUN ITS THREE INTERCLUB TOURNAMENTS FOR '88

The Atlantis Anglers wish to make public the running of their Atlantis Anglers 12th Annual Interclub Tournament Trio.

These tournaments are run with the intention of maintaining and possibly improving the communion between fishing clubs in this area. The boundaries for these tournaments extends from the New York Bight, in the west, to Smith Point, at the eastern end of Great South Bay, on Long Island's south shore.

The dates and titles of this triple are as follows: Atlantis Anglers Flounder Tournament, Sat., April 30th and Sun., May 1st; Atlantis Anglers Blackfish/Weakfish Combo, Sat., May 21st and Sun., May 22nd; Atlantis Anglers Fluke Tournament, Sat., June 25th and Sun., June 26th. Clubs which participate, will be invited to fish our Third Freeport Bluefish Invitational Charity Tournament, to be scheduled sometime in October.

All clubs are cordially invited. Feel free to call Bart Lazarus at (516) 593-2284 for additional information.

## NRA/ILA BENEFIT TRAP SHOOT SET AT PECONIC RIVER SPORTSMEN'S CLUB

The first annual NRA/ILA benefit trap shoot competition will be held here at the Peconic River Sportsmen's Club Sunday, March 20th under the joint sponsorship of the Peconic Club and the Long Island Trap Shooting Federation.

Bleistein said "the benefit trap competition is open to all Long Island trap shooters and is expected to raise an estimated \$3,000 to \$4,000." He added that it is being held by these L.I. sportsmen to recognize NRA/ILA for its dedication to the American tradition of owning, collecting and utilizing sporting arms for targeting and hunting, and as mandated under the 2nd Constitutional Amendment.

Registration starts at 8:30AM. One event of 16 yard targets is the competition. A \$17 per shooter fee covers targets and NRA donation.

NRA hats and various NRA secondary prizes will go to the first 150 entries. Following the shooting competition will be a catered cocktail hour and hot buffet in the huge paneled trophy room in the Peconic Clubhouse—cost, \$6 per attendee. At that time prizes for participation in the Federated Winter Trap League will be awarded. Concurrently a raffle awards program will take place. For guests (anyone who has made less than five winter league trap shoots) the buffet price is also \$6.

A raffle highlight will be the drawing for a 12 gauge Valmet premium grade trap gun with custom case valued at \$1800. Additional sporting equipment will also be auctioned—all proceeds from which to be donated by the L.I. Trap Shooting Federated Clubs to NRA/ILA.

RSVP for the buffet must be received at the Peconic Club by March 13th. (Peconic River Sportsmen's Club, RFD 389, Manorville, NY 11949.)

Directions: Exit 70 off I.I.E. South on Eastport Manor Rd. (also marked as Rte. 111); 1.2 miles to Halsey Manor Rd. (on left). Entrance to Peconic Club skeet/trap range 2.2 miles on Connecticut Avenue. Halsey Manor Rd. turns into Connecticut Ave. after crossing Mill Rd. Trap range phone: (516) 727-9359 or 727-5248.

## COAST GUARD TO HOLD TOWING HEARINGS

This is your chance to tell the Coast Guard what you feel, what you need and what you want. Attend a Coast Guard hearing on non-emergency assistance policy on March 12th or March 15th.

It is the opinion of the Foundation For Safe Boating and Marine Information that there are 14 reasons why the boating public should attend the Coast Guard Public Hearings concerning the Coast Guard Auxiliary Assistance tow policy.

Those recreational boaters who have had the need for a commercial tow should make every effort to attend one of the public hearings and tell the Coast Guard about their experiences, positive or negative.

Yachting and fishing club members and representatives are also encouraged to attend.

You can have an affect on the policy the Coast Guard will use for non-emergency search and rescue cases.

Consider these 14 thoughts submitted by the Foundation for Safe Boating and Marine Information. Reach a conclusion and pick one thought and



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But somewhere along the way, a lack of corrosion protection began to catch up with it.

At Mariner, we know what it takes to fight the corrosive effects of saltwater. For example, we make a special aluminum alloy for our outboards, which independent testing proves is more resistant to corrosion than alloys used by any other manufacturer. One of the secrets to that alloy is reduced copper content. Three to 18 times less copper than the competition.

And that's only the beginning of what we do to fight corrosion.

We put critical engine parts through our exclusive EDP (electro-deposition painting) process. It electrically bonds an epoxy coating to the metal so every square inch of the part is protected from corrosion. On top of that, we apply a 14-step baked enamel paint finish. And we make our drive-shafts, propshafts and many other internal engine

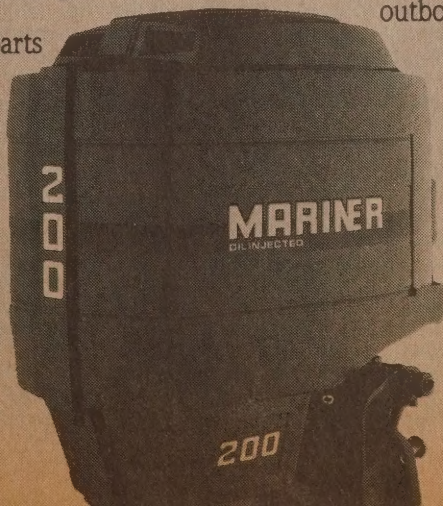
parts from corrosion-proof stainless steel.

It's one thing to talk about corrosion protection. It's quite another thing to stand behind it. But Mariner does. With the only 3-year limited corrosion protection warranty in the industry.



It states that if any component covered by the warranty malfunctions as a result of corrosion, we'll pay the cost of repair. You can be sure we wouldn't make a statement like that unless our outboards could back it up.

If you're a little less confident about the outboard you're running now, we suggest you see your Mariner dealer. For the name of one near you, write: Mariner, P.O. Box 1939, Dept. SW, Fond du Lac, WI 54936-1939. There's no reason to let it eat at you a minute longer.

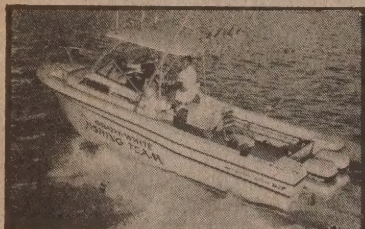


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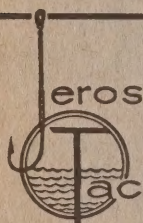
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talk about it at the public hearing.

1. Recreational boaters already contribute to Coast Guard boating safety efforts by their share of fuel tax.

2. "Non-emergency" distress cases tend to become emergencies with inexperienced boaters, small vessels or with quick changes in weather.

3. Excessive charges (possibly as high as \$125/hour including the commercial operator's travel time en route to assist you) with high minimum charges.

4. The boating public will suffer unnecessary lengthy delays waiting for commercial "assistance" salvagers to get under way/to arrive on scene, when Auxiliary assistance may be in the vicinity.

5. Poor reliability. Salvagers tend to cluster in areas of high boating activity, at peak hours, when their day is finished and they head for home, the Coast Guard and the Auxiliary is expected to be on duty for whatever emergency or non-emergency cases occur. Is this any way to run a business? What about the boating public?

6. Is there assurance that commercial salvagers can safely perform towing, or that the salvager's vessels are adequate and properly equipped?

7. Recreational boaters are beginning to seek assistance from other boaters, untrained amateurs in search and rescue, rather than report distress or difficulty and have to pay high charges for services. This creates additional dangers, possibly two distress cases or serious injury or damage resulting from inexperienced, unqualified Good Samaritans.

8. The maximum use of Auxiliary, to handle non-emergency search and rescue is necessary to maintain the readiness of Auxiliary and its ability to support regular Coast Guard in other types of on-the-water and air operations.

9. It is in the public interest and safety for the unit that is able to respond first and arrive on scene first to be assigned the case.

10. Do commercial salvagers offer protection to the boating public since they are not required to carry liability insurance or post a bond. What happens in the event they cause death, injury or property damage?

11. There is no requirement that the commercial salvager comply with other federal, state or local laws for the protection of the consumer.

12. The Auxiliary and Coast Guard need to respond to non-emergency cases in order to maintain their search and rescue skills, which training alone cannot provide.

13. The lack of use of Coast Guard Auxiliary for non-emergency cases has resulted in loss of interest by Auxiliarists and a loss of Auxiliary members; therefore there will be fewer members to perform other Auxiliary functions such as public education, courtesy marine examinations and other boating safety related duties which ultimately will have an

impact on the public and the safety statistics.

14. Commercial salvagers are obtaining a free dispatching service from the Coast Guard at the expense of the taxpayer and in return, the boating public is then being charged by the commercial salvagers. This is giving an unwarranted subsidy to commercial salvagers.

Hearings will be held: Saturday, March 12th at 1PM, Long Island University, CW Post Campus, Lecture Hall, Hillwood Commons, Brookville, New York.

Directions: Long Island Expressway to Exit 39 North (Glen Cove Road). Proceed approximately 3 miles to Route 25A (Northern Blvd.). Turn right (proceed easterly) for approximately 1½ miles. Look for signs to Long Island University.

Tuesday, March 15th, meeting begins at 7:30PM. Middletown South High School on Nut Swamp Road.

Directions: Garden State Parkway, Exit 114. Ask for directions.

### CORNELL COOPERATIVE EXTENSION HELPS STUDENTS STUDY MARINE POLLUTION PROBLEMS

Cornell Cooperative Extension's 4-H Youth Development Program has made marine pollution curriculum materials available to schools all throughout Suffolk County and schools are just beginning to use them. According to Louis A. Iozzi of Rutgers University, the author of the materials, "For many years coastal waters have served as convenient depositories for the wastes of human activities. Such disposal practices used to pose few problems; human populations were small and their waste products were easily assimilated by the seas. Those days are long gone."

"If Fish Could Talk" is an educational program designed for use in high schools. It contains two units, "Sources of Pollution in New York and New Jersey," and "Effects of Pollution in New York and New Jersey." Each unit contains a 35 mm film strip, cassette recording, key ideas, discussion questions and activities, student readings, and teaching suggestions. Some objectives of the program are: to provide students with a historical perspective of waste disposal and its problems to acquaint students with the New York Bight, its location and its importance to the New York-New Jersey area; and to help students realize that coastal problems are related to social, economic and political issues as well as scientific questions.

The Great Garbage Chase was designed for use in elementary schools. Louis A. Iozzi notes, "Pollution of all types has become so common that it often goes unnoticed, particularly by young children. Today's children were born into a world in which litter and pollution are pervasive; hence, they have to learn that pollution is not the norm." This



Preset lever drag translates your reflexes into fish-stopping, hook-setting power with a simple short stroke.

aluminum heat sink draws performance-robbing heat away from the drag.

**No skimpy sheet metal screws.** Takedown screws bolt into threaded brass inserts to secure sideplate.

but tough, aluminum spool offers unmatched casting performance. Disc brake cast control (patent pending) provides wide-range casting adjustment.

**Geared for speed and strength.**

Oversized gearing makes this the fastest retrieving reel in its class. Twice as strong, too.

**No hair dryer needed.**

Kevlar/ceramic drag washer repels water to keep it running smooth.

**Look ma, no tools.** No-tool takedown lets you change spools with a penny. Right on the boat, while the bite's still on.

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Even the toughest fish can't twist the rugged, one-piece frame out of shape. Made of graphite, so it's lightweight and corrosion-proof.

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In fact, one competitor suggests you keep a hair dryer around in case their reel's drag gets wet.

We suggest you get a rugged Sealine® instead.

Because under its solid, one-piece frame are beefy components that make others look gutless.

By the way, looking inside the Sealine Lever Drag is easy. Because its exclusive no-tool takedown feature lets you "field-strip" it in a flash with just a penny.

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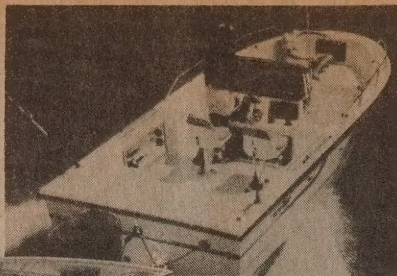
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28 WALKAROUND

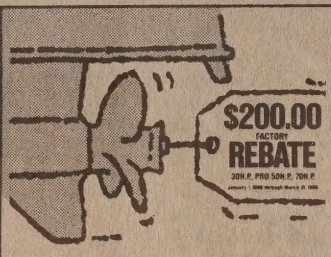
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program, which features two cartoon characters trying to discover how garbage got on the beach has, as objectives, to help children to: understand how litter gets into the ocean; understand that people are responsible for the pollution found on beaches; and learn about what can be done to protect beaches from pollution.

For more information on these programs and on getting them used in your local school, contact Robert Kent at Cornell Cooperative Extension of Suffolk County, 246 Griffing Avenue, Riverhead, NY 11901; (516) 727-7850. Both programs are sponsored by the National Oceanic and Atmospheric Administration, New York Sea Grant Extension Program and the New Jersey Marine Sciences Consortium.

#### **SURFSIDE III TUNA CLUB PROMOTING CONSERVATION**

A growing concern for conservation and sportsmanship has been exhibited by the members of Surfside III Tuna Club of Lindenhurst, NY as evidenced by their reluctance to claim club awards at the expense of the killing of unwanted fish simply to qualify for a trophy. In fact, the majority of their awards have gone unclaimed for this reason. In response to this the club has created an expanded offshore tagging program for shark, tuna and marlin. Eligibility for awards, according to this new program, is no longer limited to fish that have actual weigh in slips. The captain's word of honor and a completed tagging report estimating the fish to have exceeded the required minimum weight is all that is necessary for a First of Species award. For other awards all tagged fish, regardless of size, are considered to be minimum weight and will never compete with an actual weigh in. However, should a tagged fish be the only one of its species to have been reported for the year that fish will be eligible for an annual trophy.

#### **CAUTION ON PURCHASING SEAFOOD**

Consumers flirt with danger, possibly even death, when they buy fish which has not been federally inspected, a University of Tennessee food technologist said Tuesday.

"Most illnesses attributed to fish or shellfish are caused by eating raw or improperly cooked fish harvested in contaminated coastal waters," Dr Curtis Melton said.

"Unlike meat and poultry, which undergo federal inspection, fish can be sold without having to be inspected by anyone."

Uninspected fish bought at a "back-street fish market is a loaded gun," Melton said. "Some back-street fish markets are reputable, but the consumer must know the market."

Most of the fish contamination problems reported along the coast, including a few deaths, have involved



cholera resulting from sewage flowing into the ocean, he said.

"Cooking the fish at 160 degrees fahrenheit will safeguard most foods," Melton said. He said consumers should always buy fresh fish and shellfish from reputable markets that assure wholesomeness through good sanitation and refrigeration.

Melton said he surveyed some supermarkets and found only one product—frozen, pre-cooked shrimp—which had an inspection stamp on the package. Melton added, however, that he is not afraid of fish canned by reputable companies.

"Going to a back-street fish market, where [the fish] has never been inspected by anybody, it is really a load-gun," Melton said.

#### EXAMINATION PREPARATION FOR NEW COAST GUARD LICENSING

The U.S. Coast Guard has completed a major overhaul of its licensing regulations. The new regulations were released in October and were effective December 1st.

These new rules are a major accomplishment in updating and streamlining licensing procedures for U.S. merchant mariners. However, they also mean harder tests for each type of license, more training requirements and new application procedures. For anyone who has been thinking of getting a license, it makes more sense now than ever before to prepare, with the help of professionals.

Houston Marine Consultants, Inc. has been in the business of Coast Guard exam preparation for 15 years, longer than anyone else. They have graduated over 30,000 students. They have developed several state-of-the-art instruction packages that work. The optimal way to wade through the requirements, rules and paper work associated with testing for a license is to attend a nearby Houston Marine Exam Prep Center.

The course provides immediate feedback for effective learning at a time convenient for the attendee. Every center is staffed by a knowledgeable instructor so that any questions can be answered as they come up.

Books and manuals written and published by Houston Marine can be studied at home. The instructional material takes the "legalese" of the regulations and application process and translates it into easy to understand instructions, pictures and flashcards.

The combined computer/instructor method reduces preparation time. The examination pass rate for students has increased, as well. The time is now to seek professional help in preparing for the Coast Guard examination.

Information regarding the location of Exam-Prep Centers may be obtained by calling 1-800-535-8803.

From Houston Marine Exam-Prep Center, 1600 20th Street, Kenner, LA 70062.

## JUST WHEN THE FISH THOUGHT IT WAS SAFE

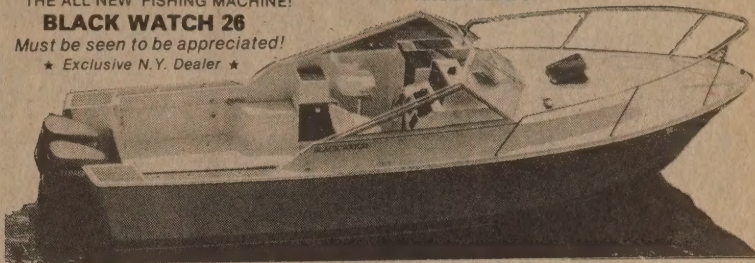
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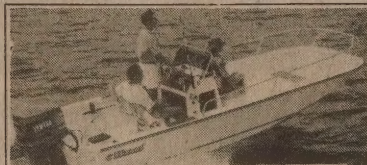
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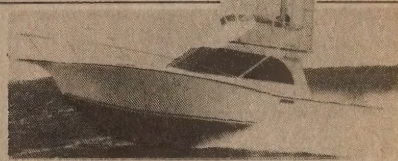
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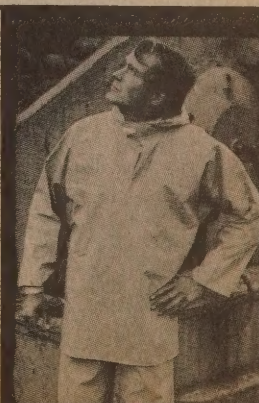
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## Ray Jefferson Color Radar

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Ray Jefferson's Model M-12C Color Radar is the best radar in its class. It combines superb target clarity, definition and brightness. It's compact and loaded with features "big ticket" radars try to boast of... at a price *we can* boast of!

Six distinct colors are displayed: Red, Orange, Yellow, Light Blue, Dark Blue and White with TV sharpness on a 6" CRT screen. Compact (approx. 7"H x 8"W x 11"D), it's at home on the largest yacht or smallest offshore sportfisherman. Pinpoint buoys, lighthouses, other boats and landmasses as clear as day. Deep, intense colors that don't fade between scanner revolutions. Your "eyes in the dark" will target with clarity both close in and far away. The Model M-12C lets you gauge the size of boats in your scope — even foresee storms and squalls.

The Ray Jefferson Model M-12C gives you a choice of seven ranges, 1/4 nautical mile to 12 nautical miles with

3 kilowatts of power for sharp, distinct signal discriminations. Features? All you need and want. PLUS Ray Jeff's exclusive illuminated 360 degree Bearing Scale to help you determine relative bearing of targets.

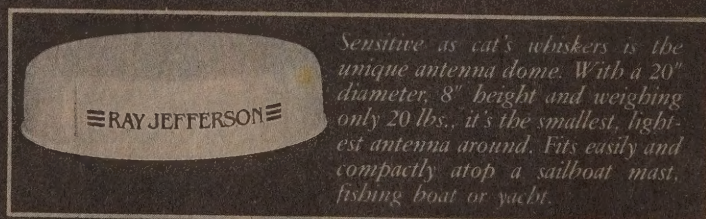
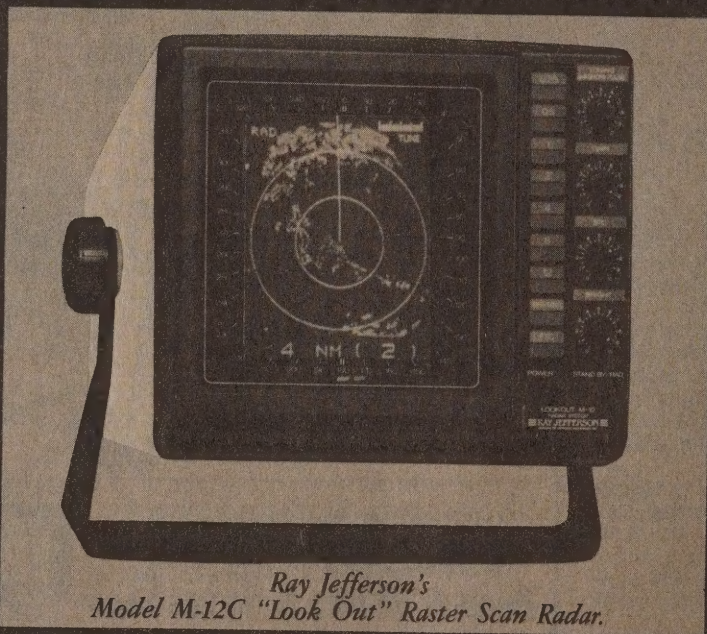
The Model M-12C has all the "big ticket" radar features, including Removable Range Rings, Standby Controls, Time Pulse Control, On Screen Tune Status Display and Removable Ship's Heading Marker.

Ray Jefferson, as you'd expect, has STC Control to suppress all clutter interference and an FTL Control to give a clear image in driving rain and blinding snow. Brightness and Gain Controls make view screen reading "cat eye clear" night or day.

The backlit touch tone membrane keypad makes for easy operation.

Ray Jefferson's M-12C Radar comes complete with gimbal mounting bracket, dome antenna, viewing hood, installation cable and power cable. A dome antenna mounting bracket can be purchased separately.

For a "cat's eyes" color radar at a kitten of a price, see your Ray Jeff dealer today or write for detailed information.



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#### SUNRISE MARINE & SKI

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#### CAMP MARINE

1100 Rte. 35, Point Pleasant Beach, NJ

#### E&B MARINE

494 Market St., Perth Amboy, NJ

#### E&B MARINE

70 White St., Red Bank, NJ

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213 Rte. 37 East, Toms River, NJ

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## New Products

### SHAKESPEARE'S NEW UGLY STIK WHITE TIGER TROLLING RODS

For 1988, Shakespeare takes a new grip on the big water market. Introducing the new Ugly Stik White Tiger Trolling Rod for big water fishermen.

The White Tiger Trolling Rod, the latest addition to the legendary Ugly Stik series, features Shakespeare's new split fighting grip and bottle blank handle design. Designed for better comfort while fishing, the new split fighting grip allows anglers more control and better leverage while fighting fish. Its full range of models covers deep jigging, bottom fishing and live bait fishing along any coast.

Lighter and less expensive than aluminum butts, the bottle blank handle design is sturdy enough to meet the most demanding conditions of trophy fishermen.

The strength of the White Tiger Trolling Rods comes from Shakespeare's exclusive Howald Process Ugly Stik construction. With an inner layer of graphite and an outer of fiberglass, this unique process makes any Ugly Stik rod a strong competitor for big water angling.

With as many kinds of big water fishermen as there are, there should be one rod for all of them. Now there is: Shakespeare's Ugly Stik White Tiger Trolling Rods with new split fighting grip and bottle blank handle design.

### K-7 CYLINDER IMPROVES STEERING SYSTEM

The new K-7 outboard steering cylinder from Hynautic Inc. is a valuable addition to its hydraulic steering systems both for boat manufacturers and owners who are designing their own steering systems.

A single K-7 cylinder can be used in all dual engine applications of 400 hp and up. It can even be used with confidence on large twin V6 and V8 engines. Because of the increased bore size of the K-7 cylinder it can exert a maximum 1250 lbs. of force compared to only 750 lbs. for other similar outboard cylinders. This increased steering force is critical when muscling about these large outboard engines on planing boats.

Using a single K-7 for twin outboards is less expensive than using one cylinder for each engine. Installation is simple and requires less space. This latter feature gives more flexibility to boat manufacturers in the placement of the engines on the transom.

The Hynautic system incorporates a helm unit which displaces 2.75 cubic inches of fluid per shaft revolution. This translates into a very quick 4½ wheel turn from hardover left to

hardover right. Similar hydraulic systems of any competitor require 6 turns.

The materials and workmanship in the cylinder construction, as with all Hynautic components offer longevity and safety for the aluminum or stainless steel. Fittings are all nickel plated brass. Hydraulic hose is recommended.

From Hynautic, Inc., P.O. Box 908, Osprey, FL 34229.

### NEW SCREW JACK HANDLES THE BIG JOBS

A new side crank screw jack which was specifically designed for class 2 and 3 boat trailers has recently been introduced. It can handle tongue weights up to 600 lbs.

Maximum strength and functional use were optimum considerations in the design process by Wesbar engineers. The result, the new jack called the 9640, is available from Wesbar for side mounting to trailer frames.

The strength is provided by a special steel threaded shaft. The heavy zinc plated finish resists wear from the elements.

The welded construction lends confidence to moving virtually any type of boat trailer. Other features include an easy-grip all weather handle, casted wheel and hardened steel bushings.

The Wesbar 9640 fits 2X3 and 3X5 tongues and extends from 29" to a full 44" in height. Suggested retail price is \$92.50.

From Wesbar Corporation, P.O. Box 577, West Bend, WI 53095; (414) 334-2381.

### PRO-LINE 20 FOOT SPORTSMAN LOADED WITH NEW FEATURES

The 20 foot Sportsman, with its handsome bow and wide beefy stern, represents the ultimate effort by Pro-Line engineering to create the perfect mid-range fishing boat. The modified V hull of the outboard powered center console is ideally suited to the shoal draft requirements of working the "back country," but the craft has the strength and stability to range offshore.

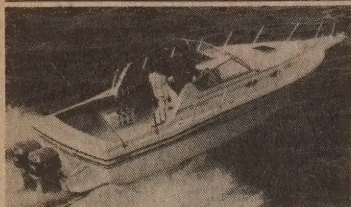
A streamlined, aerodynamically-designed center console features stainless steel grab rail, storage underneath for radio and electronic gear, drink holders, and the new Pro-Line Eurosport steering wheel. All hardware is stainless and storage is maximal, the latter including two lockers aft, one an 85 quart fish box or live well with overboard drain, the other for battery or gear.

Part of the reliability of this well-proportioned and efficient looking craft stems from the minimum use of



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upholstery and non-durable fittings which greatly simplifies maintenance chores. Yet the list of standards is impressive and includes all stainless steel hardware, bow rails, twin helmsman seats, recessed rod holder storage and extra large teak step pads.

Options required by the most demanding fisherman are available and include, to name only a few, front storm spray canvas to cover the entire forward casting platform, Bimini top, teak half dive platform, and cockpit lighting.

The NMMA-certified 20 footer is rated for outboard power in the 85 to 140 hp range, with 115 hp considered optimum, according to the factory, for speeds from 32 to 35 MPH. Pro-Line's efficient Plus 2 System and the OMC V4 Sea Drive are options.

### ADJUSTABLE TENSION FLYING GAFF FROM SO-LO MARINE

As an addition to the "Magic Stick" system of sport fishing and boat care components, So-Lo has designed a unique flying gaff with a patented adjustable tension system. This flying gaff is designed for handling large game fish that might be difficult to land with a standard straight gaff.

Simple, yet efficient, the flying gaff consists of a Delrin coupling device with a screw adjustment which can be preset for the kind of fishing you are engaged in. At a given setting, the tension on the gaff will be enough to drive the gaff home. It will then allow the hook to "break free" from the handle. A line attached to the hook, of course, keeps the fish contained for easy landing.

For further information, contact So-Lo Marine Products, P.O. Box 877, Bridgeport, CT 06601; (203) 336-2700.

### FISH D'TECT FROM BOTTOM LINE

Bottom Line, leading manufacturer of American made liquid crystal fish finders and depth sounders, introduces the ultimate in fish identification systems.

While others rely on flashing dots or color coding to show fish, Bottom Line's Fish D'Tect feature relies on a remarkably unique, simple and reliable means of telling anglers that there are fish below the boat.

To eliminate any doubt, simply touch a single softkey. Fish D'Tect instantly displays all fish with a special computer generated fish symbol on the screen. The feature is available on both the Bottom Line Tournament 310 and TBL 210 series.

This exclusive Bottom Line system also shows relative size. Big fish make larger symbols, helping you distinguish between bait and game fish. Relative size is displayed in differently sized symbols.

To help anglers locate fish even better, the Tournament 310 and TBL 210 have audible fish alarms. This function is adjustable in two ways. First, fishermen can adjust depth and width of the alarm "window." This

means you can ignore fish near the surface and concentrate on fish near the bottom, if you like. Or you can set the alarm to sound whenever a fish appears anywhere below the boat.

Secondly, depending on which settings you choose, these fish alarms can ignore smaller fish, sounding only when larger fish appear.

Once you find fish, with the 310 you can also determine the exact depth and distance behind the boat with an exclusive cross-hair "Target Cursor."

Featuring high resolution liquid crystal screens, the Tournament 310 and TBL 210 are packed with functions such as adjustable split screen zoom, hazard alarm and selective discrimination. Or you can set these fish finders on automatic for hands-free operation.

For more information on the 310, 210 or any other fine product from Bottom Line, contact: Computrol, Inc., Marine Electronics Division, 5381 Kendall St., Dept. P, Boise, ID 83706; (208) 376-0500.

### INVADER INTRODUCES NEW COMMANDER 3000 AND COMPACT 5586 DOWNRIGGERS

Invader's Compact 5586 and Commander 3000 are perfect companion downriggers for an inexpensive, four downrigger spread. The 5586's flexible 24 inch boom works well for mounting off the stern corners without interfering with docking, while the 3000's longer boom, available in 24, 36, 48 and 60 inch lengths, can be used to reach past swim ladders and lower units. They are available in manual or electric models and both feature identical adjustable friction clutches; 8 inch cable wheels loaded with 200 feet of #150 cable; a gear driven digital counter; improved, non-sag swivel ends; three position, single rod holders and fixed bases. Options include swivel bases; double rod holders for stacking lures; electric motors and flush mount base plates for easy removal.

### ROSCO SPLIT RINGS

Sampo, the company made famous by their high quality, American made ball bearing swivels, presents split rings by Rosco terminal accessories.

Made in the U.S., these Rosco split rings come in eight popular sizes for all types of fresh and saltwater sport fishing. Made of stainless steel, these split rings are corrosion resistant and durable.

Ideal for hook to lure connections, these Rosco split rings are also used by knowledgeable fishermen for lure to leader and line to swivel connections. Proper connections let your lures and hooks hang free.

Connect with Rosco split rings from Sampo. Available in a variety of packages, in eight sizes. For more information on these and other fine Sampo fishing products and terminal accessories, contact: Sampo, Div. Rome Specialty Co., Inc., PO Box 328, Dept. P, Barneveld, NY 13304; (315) 896-2606.

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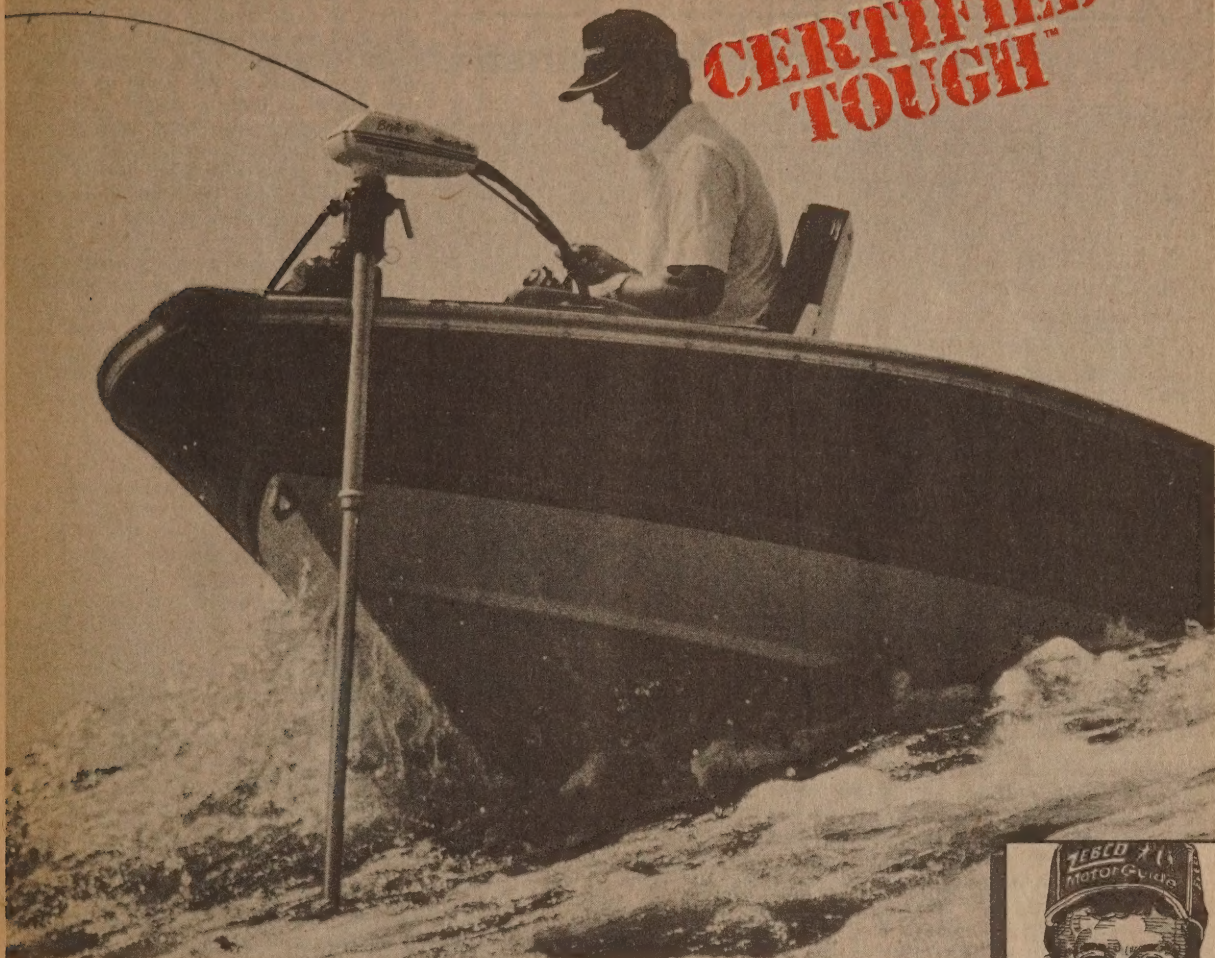


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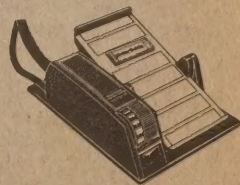
## If You're Not Fishing A 50" MotorGuide, You're Sucking Air.

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# Boats for Anglers

By Rich Barrett



## RAMPAGE 31

Rampage calls their 31 footer the "Intelligent Fishing Machine" and most everyone who sees the boat agrees that it combines the right mix of good looking lines, easy maintenance, proven performance, thoughtful comfort and lots of fishing room. This boat is impressive everywhere you look and on the water it performs as good as it looks.

The hull combines the right mix of sharp entry, flare and deadrise to do many things well. The 31 Rampage that I ran had a tower and was equipped with twin Volvo TAMD41 diesels. Based on the readings from the Northstar Loran we hit a 24 knot cruise with four men aboard and full complement of fishing gear. To the pins, we hit 29 knots.

The sea conditions off Shark River Inlet were 3 to 5 from the SW with a SE swell making for a sloppy, confused ocean. Heading directly into the seas we only had to slow down slightly and not because of a hard ride—there just wasn't any water on the back side of some of the swells. At 19 knots we ran beautifully. With a change in direction so the sea was quartering off the starboard bow we were back up to 24 knots. In the beam she handled well with no snap roll because of the tower. I'm sure the diesels' extra weight helped the feeling of being stable. In the following sea there was no tendency to wander and the hull tracked true.

Equipped with the Volvo power

plants and with the standard 256 gallons of fuel, the Rampage 31 is fully capable of weekend trips to the canyons. She'll burn an average of 14 to 16 gallons at fast cruise and a canyon trip with a mix of trolling and running will see about 160 gallons of fuel used for 20 plus hours of running time. Twin Johnson and Towers 8.2 diesels will get faster speed at slightly higher fuel consumption.

Twin 454 Crusaders gas engines are also available. The optional 60 additional gallons of fuel would be needed for canyon runs, but the standard tankage would be A-OK for all inshore fishing. The Crusaders gave the fastest speed at 28 knots cruise and 36 knots top end, according to Dave Roseman of South Shore Boats on Long Island.

The boat is meant for fishing. Starting at the cabin it was a pleasure to see that everything is not only functional, but easy to clean and use. The cabin is made from a fiberglass liner so cleaning is a snap. Vee berths are generous in size and quarter berths hang above them.

There are plenty of storage drawers and cabinets, a stainless sink with hot and cold water, shower, head with Y-Valve overboard drain, refrigerator and stove. An overhead Lexan fore-deck hatch lets in light and air and side ports also add to the brightness of the cabin. Fabric coverings provide noise insulation.

The helm is a study in compact use of space. The electronics cabinet is huge, capable of holding a radar, color scope, Loran and VHF. Additional electronics can be mounted on top of the cabinet, but since most pur-

chasers opt for a tower, an overhead electronics box is perfect for a graph recorder, sea temp, SSB radio and other goodies.

All instruments are arranged nicely. Wiring access is from the cabin side with a hinged panel that drops away from the bulkhead for clear access: very well done. Throttle and shift controls are perfect height for operating with your back to the helm as when docking or working a fish. To port of the cabin door is a chart cabinet. All instruments are clearly visible, switches are protected under an overhanging plexi panel and the compass is just below eye level for comfortable viewing.

Access to the engines is via sliding deck hatches. All three panels are mounted on rollers. To get at the engines, simply lift the hatch at the aft end and pull back for complete access to the engines. Engine noise is suppressed with generous amounts of insulation.

There are several choices of helm deck layouts to choose from. To port the choices are a deck with molded-in bench seat or a flat deck with pedestal seat or Rampage tackle locker seat. To starboard is a flat deck with pedestal seat or tackle locker seat. Seating is fine for up to four people. Others can stand holding onto the tower overhead, sit in the cabin or sit on the edges of the helm deck where it meets the cockpit.

The cockpit is large for a 31 footer measuring approximately 114 square feet. The feeling is of lots of room because of the open helm deck. Three hatches at the transom provide access to steering pumps and rudders. A large tuna door is standard issue. Teak covering boards are optional. At the forward center of the cockpit deck is a live well that can be used for either live baits or as a fish box.

Rampage has added many nice touches to the boat: extra heavy duty rub rail, molded-in anchor locker with enough room for 600 feet of rode, excellent access to the running gear, great visibility, deep self-bailing water gutters around the cockpit, excellent non-skid on the decks and lots of room for electronics.

Quality construction was evident everywhere from the bilges to the cabin. Rampage provides each new owner with a comprehensive owner's manual. This boat deserves a real close look from anyone looking for a mid-sized fishing machine that is ideal for inshore fishing and also at the distant canyon waters.

### SPECIFICATIONS

|                          |               |
|--------------------------|---------------|
| Length.....              | 31'10"        |
| Beam.....                | 11'11"        |
| Dry Weight(diesel) ..... | 12,000 pounds |
| Fuel Capacity .....      | 256 gallons   |
| Water Capacity.....      | 55 gallons    |

Manufactured by: Rampage Yachts, Division of Tillotson-Pearson, Inc., PO Box 328, Warren, RI 02885; (401) 245-4754.



# Why your ears should have a say in which outboard you choose.

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# Product Review

By Pete Barrett



changed by pressing the appropriate keypad on the membrane screen on the face of the radar to the right of the screen.

To get maximum performance from the radar at all operating ranges, a Tune Pulse Control knob can dial in the best microwave pulse for ideal reception of both short range and long range objects. When changing from range to range the Tune Pulse Control provides fast re-tuning and compensation for the change in operating distance. The amount of tuning that has been dialed in is displayed at the top right of the screen as a series of bars.

Rain and rough water can interfere with the reception of images from ships or buoys. The FTL control knob adjusts the suppression interference from rain or snow. To eliminate or reduce sea clutter, the STC control knob adjusts to compress choppy seas to give clearer readings on the screen.

The CRT screen requires more light to read in daytime fog than it does at night. A brightness control allows the operator to adjust the brightness level of the screen to suit all lighting conditions. The screen does go pale in direct sunlight but can still be read. Keep in mind that the radar is usually used 99 percent of the time in low light levels when the screen gives super images.

Sensitivity is controlled by the Gain control knob. Use the gain control to fine tune the image after previously adjusting the Tune Pulse Control to get the clearest readings on the screen.

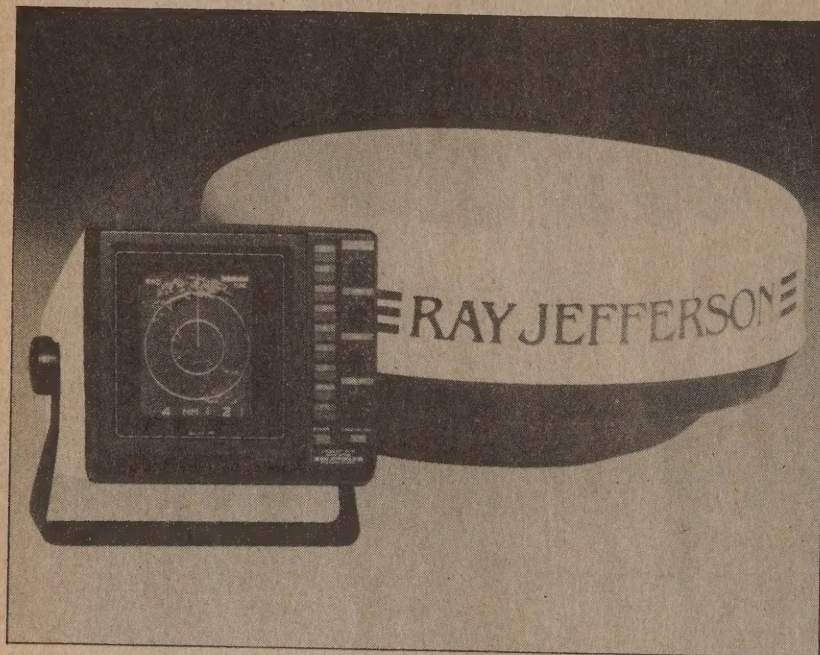
A Standby control is used to shut down the transmitter without totally shutting down the radar. When on standby, the radar can instantly be put back into use by turning the power switch to On. Immediately the screen will display all images, selected range and bearing.

Of particular interest to small boaters is the antenna dome. It weighs only 20 pounds and can be mounted on a hardtop or an aluminum radar arch. The unit I inspected was mounted directly to the hard top of a Grady White 23 and the owner had done the installation himself. It was neat and easy to install.

The CRT display unit fits snugly near the helm station and according to the owner, the unit had performed perfectly in spite of occasional light salt spray dripping through the canvas curtains. Power and antenna cables are beefy and well made so there should be no problem with pinched cables or weak fittings. It's all top quality connections.

Ray Jefferson's reputation for quality products, realistically priced has been enhanced by this excellent radar. A monochrome green on black screen is also available known as the M-12.

Manufactured by: Ray Jefferson, Main and Cotton Streets, Philadelphia, Pennsylvania 19127; (215) 487-2800.



## RAY JEFFERSON

### M-12C "LOOKOUT" RADAR

Radar is becoming the "in" electronics for small boaters to buy—and there's good reason. Not only do the newer raster scan radars boast a down-scaled size so they can be installed on smaller boats, they are also sporting low price tags that bring them within a realistic price range of many boaters' pocketbooks.

The Ray Jefferson M-12C is one of the latest of the new radars and it is quickly gaining a solid reputation for accuracy, ease of use, durability and overall quality. It is designed specifically for boats from 20 to 30 feet, but, of course, can also be used on larger craft.

Ray Jefferson is one of the oldest manufacturers of marine electronics in the U.S. and for over 50 years they have been turning out quality products with state-of-the-art technology. Ray Jeff prides itself in building good products at a realistic price. An advantage for Northeast fishermen is the availability of service in nearby Philadelphia.

Despite its compact size the M-12C is powerful enough to scan out to 12 miles. Most fishermen use the 1/4 and

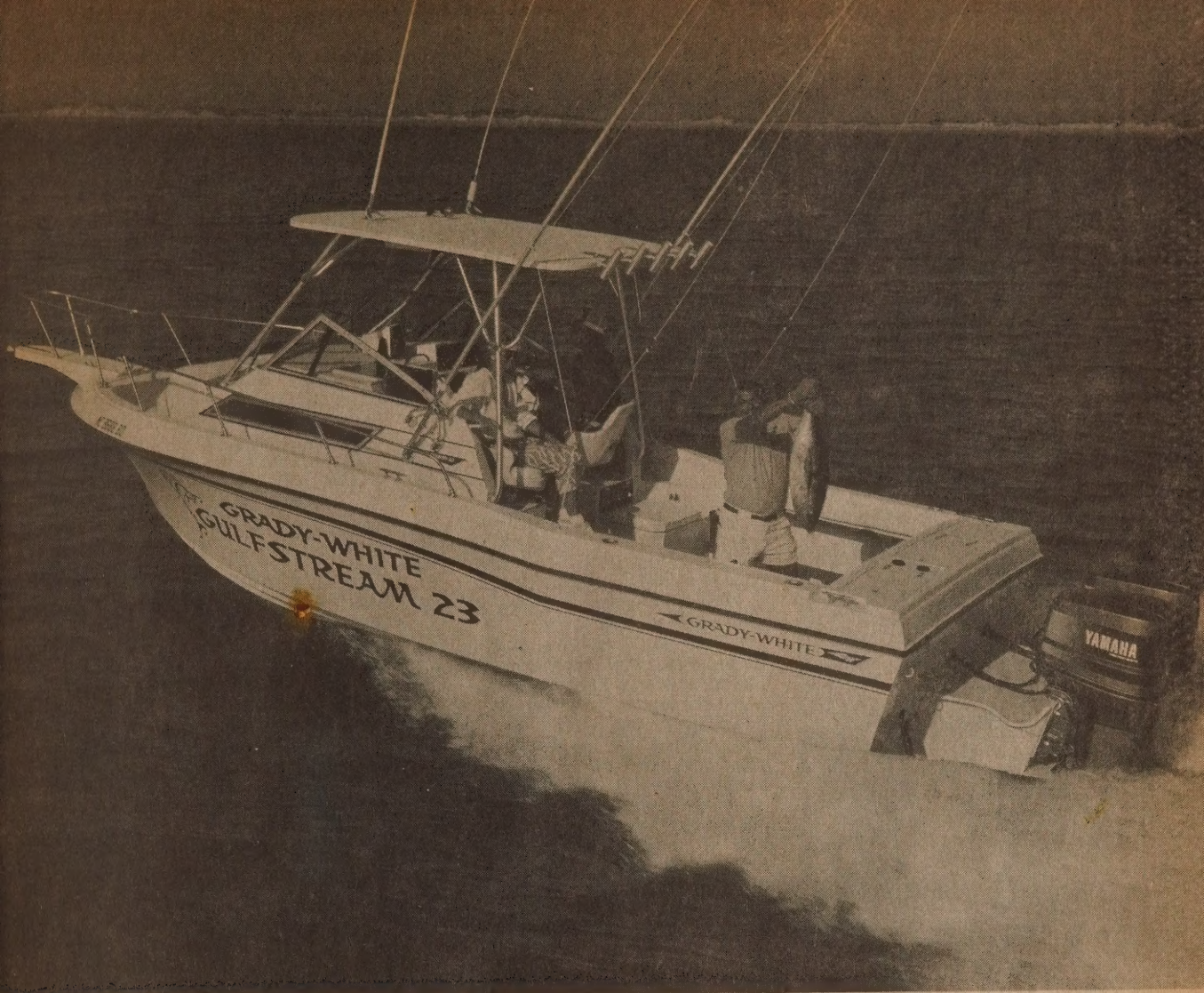
1/2 mile ranges in rivers, bays and near the inlets, then switch to 4 or 8 mile ranges when cruising. Many fishermen who leave for the canyons at night depend on radar all night long. Sharkers use radar on those foggy early season mornings and all inshore boaters can use radar for those sudden weather changes that make finding the inlet and/or avoiding other craft especially important.

Radar targets are displayed on a very bright, high resolution Cathode Ray Tube (CRT) in seven colors from red (the strongest signal) through orange, yellow, green, light blue (the weakest signal) with white digital numbers and graphics on a dark blue background.

The 6 inch screen pinpoints such targets as buoys, ships, lighthouses, jetties, land masses and can even pick out rain squalls. Solid objects such as a large ship or a land mass will be displayed in red. Smaller objects that may move with the waves, such as buoys, are displayed in pale blue or green. Rain squalls show up as pale blue masses.

The range scales are 1/4, 1/2, 1, 2, 4, 8 and 12 nautical miles with the range selection constantly displayed at the bottom of the viewing screen. Range rings may be displayed or removed at the option of the operator by the press of a keypad. The range selection is





## If you're not seeing a lot of Grady-Whites offshore, you're probably fishing the wrong spots.

Even though we build only a limited number of boats each year, Grady-Whites often outnumber other makes at the best offshore fishing spots.

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# Tackle Doctor

By Ken Freel



As most inshore sharks will range anywhere from 25 to 150 lbs., light tackle will usually suffice. A conventional reel that can handle 250 to 400 yards of 20 to 30 pound test line will do the trick. The Shimano Triton Mark II, Daiwa 300 or 400H or the Penn 113H or 30W International are excellent choices.

You'll need a leader at the terminal end to prevent break-offs. For sharks under 100 lbs., you can use single strand wire. Single strand is easy to work with and store. You attach the hook with a haywire twist or crimp. At the other end of the wire leader you can place a barrel swivel attached to the haywire twist. The leader should be at least twice the length of any shark you expect to catch since sharks will do everything possible to break off like "rolling" in the line. Their abrasive skin can easily cut through even heavy monofilament or dacron line, so make sure your leader is long enough. A 15 foot leader works well on most inshore sharks. Since I recommend single strand wire, it must be pointed out that this type of leader can kink easily under certain conditions. Kinked wire usually breaks. Therefore, it is advisable to use the barrel swivel as mentioned above. The swivel reduces the chances of the wire kinking since it allows the wire to turn as the shark twists and fights in the water or does a jumping spin through the air.

A barrel swivel also helps you to "get a grip" when you have a shark in close and are handlining the leader. It is also useful if you decide to release the fish because it gives you a good reference point as to where to cut the leader. Sharks are tough all-around customers, so you'll need a big, strong hook. Go with a Mustad #7699 or one of their #4480 series of hooks. The points on these hooks are large and triangulated for deeper penetration. Be sure to sharpen all hooks that are just off the tackle store shelf to provide better hook-ups.

Dacron is preferred by many shark fishermen because it does not have any stretch. This is an important feature to consider as you really need to get the hook "set" in the tough jaws and mouth of these beautiful fish. Monofilament does work, but since it stretches under pulling pressure you may not be able to set the hook as deep as when you have dacron in your spool.

There is so much more to mention about shark fishing that one could write a book on the same. In fact, there is an excellent book on sharking by Pete Barrett. This book "Fishing For Sharks" is available from Ocean Sport Fishing, 1620 Beaver Dam Rd., Point Pleasant, NJ 08742. It costs \$7.95 plus \$1 for postage. Whether you're a novice or a veteran shark person, this book is well written with plenty of fine how-to illustrations.

On a final note, if the sharks are not cooperative, you can always fall back on the more plentiful inshore species like fluke and bluefish.



waters ranging from 120 to 200 feet deep or more.

The offshore shark fisherman looks for sharp rises on his recorder, then tries to position his boat so that it will drift along the edges of the structure. This usually swings the odds of hooking into a shark in the fisherman's favor. While fishing inshore structure the same is true, however, with one major difference. When you locate prominent inshore structure such as a major dropoff in a bay, a sand bar or the convergence of two channels, your first step is to anchor up.

With inshore shark fishing you anchor up and wait for any sharks to come to you and your chum slick. When anchoring, the direction of the tide is of prime importance. You will want to anchor so that the chum flows over and into these deeper holes along the edge of whatever structure you are fishing. Sharks usually face in the direction of the dominant current; therefore, if you are chumming "upstream" from any that may be lurking around the structure then you should soon get their attention. A graph recorder is a necessary item for any underwater structure that can't be detected by the eye.

Also, a thing to remember about inshore shark fishing is that it may be more accurate to label it "bay" fishing since that's where your best chances of hooking up will be. Known "shark fishing bays" along the northeastern coastline include: Great South Bay in Long Island; Sandy Hook Bay; Barnegat and Great Bay, NJ; Delaware Bay; the shallow flats behind the Virginia Barrier Islands, and Chesapeake Bay.

Often you'll do better if you fish during the night. The most prevalent species caught include sand bar or brown, plus small hammerheads and sand tiger sharks. In the southern waters bull sharks, black tips and spinner sharks are commonly caught.

You can fish your baits in a variety of ways. Whatever kind of bait you use, make sure to put it where the sharks will most likely be. This usually means at or near the bottom, especially in shallower water. Bottom baits should be fished with a fish finder rig. The main line is passed through a special plastic sleeve complete with a clip to hold the sinker. A barrel swivel prevents the sinker from running all the way down the line to the hook. Any shark that takes the bait can move off without feeling the weight of the sinker because of the special fish finder rig. The reel is left on free spool with the clicker on.

Dear Doc,

I own 21 foot SportCraft and most every week you'll find me chasing the many species of inshore fish that are available. However, I also would like to catch the kind of fish that want to pull you over the side of the boat, especially tuna and sharks.

My last charter, though, cost me \$800 and I can't afford too many of these trips. I could take more people (I usually fish just with my son) but the odds of all of us catching fish goes down.

I know that every once in awhile you hear of someone catching sharks in close. What are my chances of chumming up some sharks in close to the beach along inshore structure or maybe just 10 miles out? Would I be wasting my time and money with a 1000 to 1 shot or could I expect some action with some day or night fishing? Should I just stick with fluke? Thanks,  
Gilbert Hall.

Dear Gil,

Inshore shark fishing is possible but it usually takes a lot of trying and patience because sharks are not as prevalent in the shallower coastal waters. Most veteran sharkers look for prominent underwater structure in



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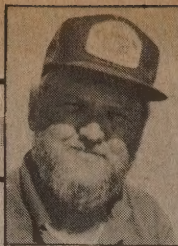
We warrant all 1988 production Mercury Outboard products against failure due to corrosion which renders a part or assembly inoperative—provided recommended maintenance has been followed and recommended corrosion inhibiting devices have been utilized. This warranty shall become effective only upon receipt of a completed standard product warranty registration card and shall remain effective for a period of three years from the date of purchase. (over)

**MERCURY  
OUTBOARDS**



# Dock Lines

By Eric Burnley



When you do a lot of boat shows you get the chance to see a lot of different bottoms. I don't mean the ones that go past the booth sporting well tailored jeans. I mean the ones on the boats in the show. Unfortunately, there are many people who buy a boat without any consideration for the design or the construction of the hull. This is a pity because the hull determines what type of performance you can expect from your new boat.

Before you can choose a hull you must decide how you will use your boat. If you spend most of your time drifting for flounder in sheltered, shallow water, you should look for a hull that has a shallow draft. This will allow you to skim over the flats and get to the channels while the flounder are still feeding.

On the other hand, if your fishing sights are set on the offshore grounds you will want a hull that has a deeper vee bottom to soften the ride in a

head sea and give you greater stability in a following sea.

All of this would be well and good if we only fished for flounder or for marlin. But most of us fish for a variety of species in all sorts of water and we usually choose a hull that will perform well in different situations.

A perfectly flat bottom hull would pound the boat to death in anything but a perfectly flat sea, so you don't see many boats with that configuration outside of a farm pond. A radically deep vee would require a good deal of power to get it up on plane and copious amounts of fuel to keep it there. These hulls are found on "go fast and damn the expense" boats like those in the movies or on TV.

The hull design affects many characteristics of the boat including how it handles and how much spray it tosses back in your face. The more hull you have in the water, the more responsive your boat will be to the

helm. While nothing will keep all of the spray out of your face, the more time the hull spends in the water, the less chances there will be of it pounding and creating spray. Keep in mind that any boat will toss spray inside if you run it full speed into a quartering sea. Prudent operation will keep you drier and prevent damage to the boat and its contents.

Many pleasure boats and some fishing boats have a modified vee hull. This gives you a sharp entry at the bow, but the bottom flattens out towards the stern for more efficient operation. I have run many boats like this and they will give you excellent service in most boating/fishing situations. They have a draft that is shallow enough for most of our inland bays and they get up on plane quickly. This type of hull also has good stability when trolling or drift fishing which can make your passengers a bit more comfortable.

Another style of hull that seems to be showing up on many sport fishing boats has a fairly sharp deadrise forward that tapers back to a 10 to 15 degree deadrise at the stern. A hull like this would give you a bit softer ride in a head sea than a modified vee and you would only sacrifice a small amount of efficiency and shallow water operation.

Some boat manufacturers are adding a flat area about two or three inches wide where the bottom meets the side of the hull. This hard chine is designed to give the boat better stability at rest and help knock down the spray. I have spoken with several fishermen who own boats with this style of hull and they are very pleased with its performance.

Finally, there are the deep vee hulls with a deadrise of 20 degrees or more from bow to stern. These boats are made for people who have to travel a long distance over the open ocean to get to where they want to fish. The deep vee makes the trip comfortable and safe.

The construction of the hull is as important as its design. Solid fiberglass has been used for many years but recently several boatbuilders have gone over to a balsa cored hull. This type of construction has been used on sailboats for many years without problems and it should do just as well on power boats. The hull has two layers of fiberglass with a layer of balsa sandwiched between. The wood is specially treated to prevent deterioration and when done properly, this hull is stronger yet lighter than a solid fiberglass hull of the same thickness. As with any new idea, cored hulls have stirred some debate but with some of the older boatbuilders now switching over to this method we must conclude it has some merit.

People often ask which is the best boat they can buy and I am afraid there is no pat answer. The best boat for you is the one that best serves your purpose and the choice should begin with the proper hull design.



# CLEARLY INCREDIBLE.

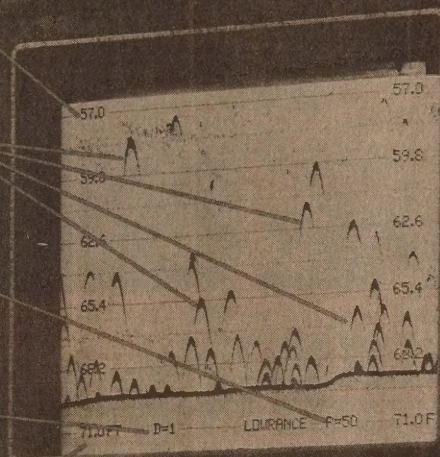
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**LOWRANCE**

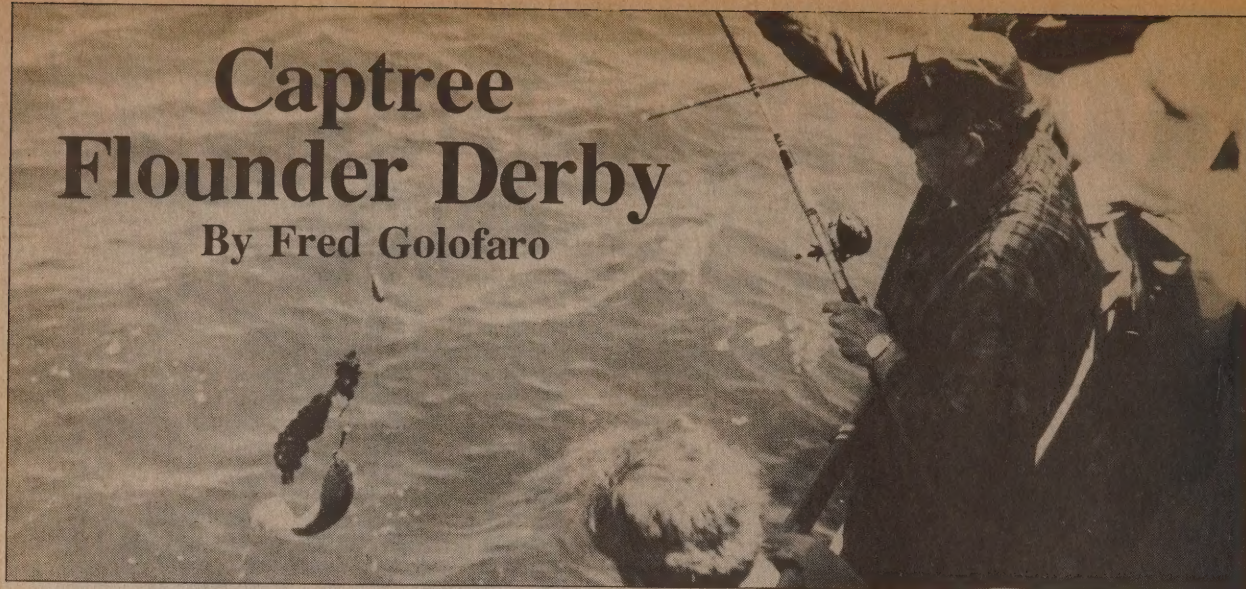
"Official Sonar Selected for  
Loch Ness Operation DeepScan."

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# Captree Flounder Derby

By Fred Golofaro



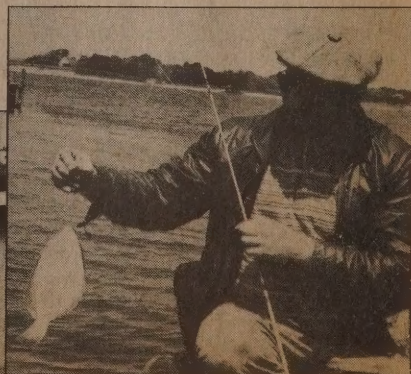
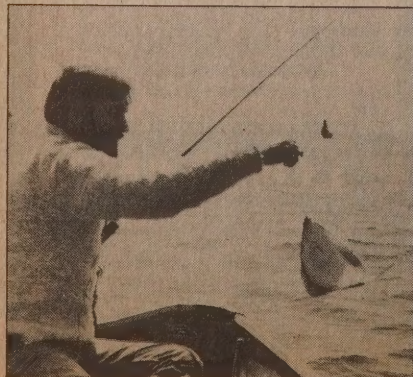
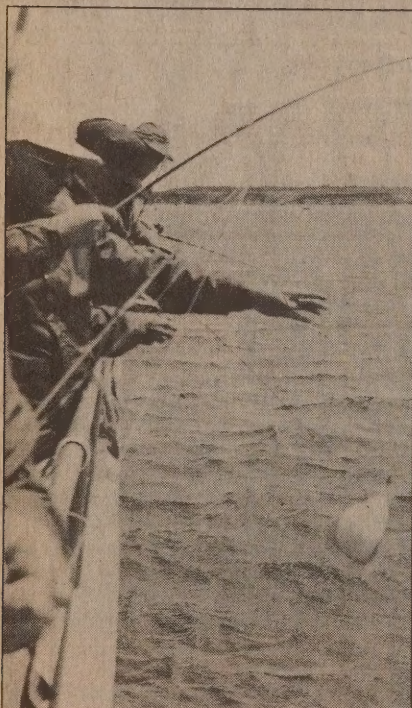
Flatfish fans will want to tune their skills over the next several weeks in anticipation of the fourth annual Captree Flounder Derby slated for Saturday, April 9th and Sunday, April 10th. As in the past, the event will be sponsored by The Fisherman Sport Fishing Fund and Captree Bait and Tackle in cooperation with the Long Island State Parks and Recreation Commission.

The Flounder Derby is one of a series of three annual contests designed to provide inshore anglers with an opportunity to compete in a derby of their own. These events focus on our area's three most popular inshore species: flounder, fluke and bluefish. You don't need a big, fancy sport-fisherman to be a part of these contests and in fact, the winning flounder one year was caught by an angler casting from the bank near Jones Beach.

For the record, the dates of the Fluke Derby are Saturday, June 25th and Sunday, June 26th. The Surf Bluefish Derby is set for Saturday, October 15th and Sunday, October 16th. It might be a good idea to mark those dates on your calendar now!

The entry fees from this trio of derbies, minus the cash prizes, are used to fund The Fisherman Sport Fishing Fund. Monies raised by the three events are earmarked for state park related projects and improvements in such areas as beach access, fishing piers and launch ramps.

All three derbies have enjoyed a tremendous growth in popularity





since their inception. The first Flounder Derby held back in 1985 attracted 187 participants. Last year's affair by comparison, drew 1219 anglers!

Another benefit to participants is the camaraderie that is part of the awards ceremony. Cash and tackle prizes will be presented to the winners on Sunday afternoon at 4:30PM at the main concession of Captree State Park. All participants who attend the award presentations will receive two chits which they can cash in for Natural Light Beer or soda. You'll also have a chance at tackle and equipment prizes through a special raffle drawing.

Every contest must have its set of rules and this one is no exception. Fishing hours are from 6AM to 6PM on Saturday and 6AM to 4PM on Sunday. All fish must be officially weighed at Captree Bait and Tackle or Jones Beach Bait and Tackle by 4PM on Sunday.

Boundary lines for the derby are Jones Inlet to the west and Smith Point Bridge to the east. Only fish taken on rod and reel are eligible and you may fish from any platform you wish. Many shorebound anglers have participated in past derbies and as I mentioned earlier, one even took top honors a couple of years back. Fish taken aboard party, charter or private craft are all eligible as are fish caught from rental skiffs.

A big reason for the growth and success of these derbies has been the generosity of corporate sponsors and boosters. Without the help of these folks in providing prizes and products for the raffle, it's doubtful these affairs would be nearly as successful. Our hats are off to Penn Fishing Tackle, Berkley, Shakespeare, Fred Chail Marine, Natural Light Beer, Northville Industries, Columbia Bruin Tackle, Captain Nappi Rigs and All Tackle Distributors for their participation and support. These companies are investing in the future of our sport through their support for The Fisherman Sport Fishing Fund. Remember them when you do your buying.

At stake is \$500 cash for the largest flatie, \$250 for second place and \$100 for third place. Tackle and equipment will make up the prizes for fourth through tenth place.

Entry fee for the derby is \$5 and you can enter by mail or in person at Captree Bait and Tackle or Jones Beach Bait and Tackle. A free hat will be provided to the first 100 people who enter in person. The deadline for in person registration is 8AM, Saturday, April 9th.

If entering by mail, send your \$5 check or money order to: Flounder Tournament, P.O. Box 247, Babylon, NY 11702. The deadline for mailed entries is April 1st. Checks should be made payable to The Fisherman Sport Fishing Fund. The entry blank on page 45 of this issue will help expedite matters if you're going the mail route. Good luck and we'll see you at the award ceremony!

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# Quogue Canal:

filled their freezers with fat, scrumptious fillets—and at close to \$6 a pound for fresh flounder at the fish market, that's nothing to sneeze at. For my tastes, the fishing season can't get here fast enough!

From the looks of things, the canal this spring will once again delight local anglers with early season successes. Already, the first reports are in: flatties in fair quantities to 2.25 lbs. were taken over the last weekend of February. So crank up that old outboard and oil up your drag—the season is about to begin.

The beauty of Quogue Canal, aside from its obvious stores of blackbacks,

# Double Duty

by Tom Schlichter



# Flounder

is that it is open to everyone. Solid action can be had from shore or boat, and quite often, the currents of this narrow channel are shared by anglers from both user groups. If you've never fished here before, I suggest you dig out a Hagstrom Map and have a look before heading out. You should quickly notice that "the canal" is a series of open water patches connected by two mostly bulkheaded channels: the Quantuck Canal at the western end (closest to Moriches Bay) and the Quogue Canal, at the east end (toward Shinnecock Bay). Two small bridges span the Quantuck Canal which parallels Westhampton Beach while a single span crosses the Quogue Canal opposite the village of its namesake.

Finding shoreline access can be a bit of a task. Much of the area is posted with "No Parking" signs, but a drive along the roads of both the mainland and south bank will reveal several areas where one can fish. If you can't find a place to cast, drive over one of the bridges and look east or west down the length of the canal. On any weekend day, small pockets of

anglers should be easy to spot along the bank.

For the boater, finding a place to fish is less troublesome. Simply head into the canal (be sure to reduce your speed) and idle up to the first anchored fleet. If you feel adventurous, you might even try finding your own private "honey hole." It doesn't take a rocket scientist to find the fish here; usually they are located in the deepest pockets along the main channel. Finding these holes is best accomplished by using a chart recorder or flasher. By the way, high banks of the canal protect it from the brutal March winds and the water

Quogue Canal and early spring flounder: the terms are nearly synonymous.

It's become tradition that the first substantiated spring flatties catches each year are hauled from the depths of this thin strip of water which connects Moriches and Shinnecock Bays. Most years, the first reports begin to filter in during the last two weeks of February. In years when the winter proves mild, the action may begin as soon as late January.

Whatever the case, it's a sure bet that by the second week of March, some of the better flounder fishermen working the canal have already half-



rarely roughs up to the point where it can't be fished. For the small craft boater, or even car-topper, this alone is reason to give thanks.

During late February and early March, the better catches usually take place in the Quogue Canal proper. Here, the flatties and an occasional tommy cod school tightly in a deep hole just off where buoy 7A should be located. I say should because the buoy has been missing for two years now and I do not know if it will be replaced in the near future. If you are not familiar with the area, a look at one of the nautical charts available at some local tackle shops will help put you over the right spot. J&J Bait and Tackle in Patchogue is one store that I know carries such charts.

As mid-March approaches, the fishing improves in the western portions of the canal while slacking off to the east. Now, the fishing builds off Westhampton Beach as the flatties head toward Moriches Bay. At this time, the best scores are racked up in the Quantuck Canal near buoy 3, just off the Beach Road Bridge and buoy 54 just east of the Jessup Lane Bridge. As the fish spill out onto the flats of Moriches Bay, the action shifts out of the canal to buoys 50 and 52 just west of the latter bridge. The smart angler can start taking his fish late in February and stay on top of the schools all the way through March when the size of the canal caught flatties diminishes to the point that fishing in the open bay proves more worthwhile.

Rigging up for canal flatties is nothing out of the ordinary. From boat or bank, a simple tandem tied bottom rig with a 2 oz. bank sinker works fine. I like to use #8 wide gap style hooks, but similar sized Chestertowns or Sproats work well for many anglers. If the fish decide to put on the finicky act, switching to a single hook slip sinker rig often triggers more aggressive strikes. Tackle choice depends on your own preference, but should fall along the lines of 8 to 12 pound gear to ensure a little sport.

In the bait department, fresh mussels are hard to beat but difficult to keep on the hook—especially when casting from shore. Better to crush them in the chum pot with a handful of corn. Because it stays on the hook and seems quite appealing to the largest of flatties, I much prefer a thin, 2 inch strip of cherrystone clam. This should be draped carefully over the hook so that a half inch dangles enticingly from the shaft. Usually, I pick up a dozen or so cherrystones the night before heading out. These I keep in a cooler and open one at a time as the fishing day progresses. Any clams left over at day's end serve to complement a plateful of fillets as baked or stuffed delights. Since it is possible to catch anywhere from a dozen to a hundred fish on any given day, bring along a dozen clams per person. If you run out of bait, you've caught enough to go home happy.

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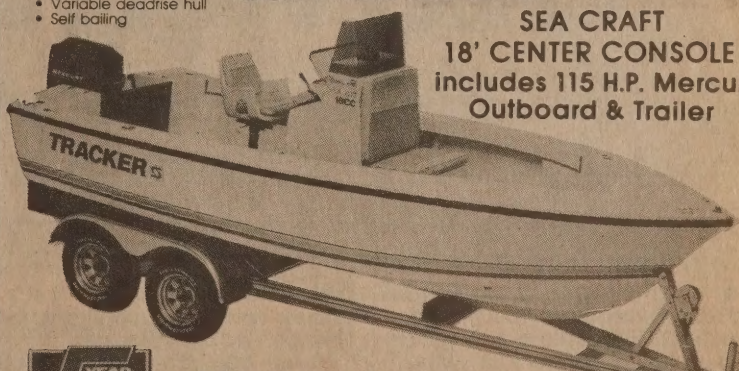


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**Stow-A-Way lure holders hold any size lure and are simple to use. Lures can then be stowed in larger RubberMaid boxes.**



**Canyon Products lure bags (left) are great for leaders, lures, terminal tackle and tools. Rip Off lure bags are clear vinyl and hold large tuna trolling lures**

The captain eased back on the throttles and announced, "We're here." We looked around expecting to see something, but the ocean in that particular spot looked about as good as any other spot. Obviously the charter skipper knew something we didn't and he yelled to the mate, "Grab that bucket of lures and get 'em set in the pattern I showed you."

The mate opened a deck hatch and

there would be no mistake about who he thought might save him.

Moments later he was limp in the corner of the cabin, one hand across his pale, sweating forehead; the other holding on to the edge of the bunk so the rocking and rolling boat wouldn't toss him on the deck. "Damn it, someone get the damn lures ready and put them in the damn water, damn it," the red-eyed captain yelled

him why he put up with this he said, "This guy's the best captain around and I want to learn how he does it."

Fortunately for today's anglers and mates, we don't have to put up with bilge rotten lures to catch fish. Storing large lures, especially off-shore trolling lures is now a snap due to several innovative storage systems sold in tackle shops and department stores.

# Stowaways

By Pete Barrett

peered into the bilges. When he surfaced he was visibly green in the gills, but he held tightly onto a 5 gallon plastic bucket. There were all kinds of goodies in that bucket—at least they probably once were goodies. Today they looked like a tangled mess of green, red, purple, blue, pink and yellow skirts, hooks and leaders.

As the mate peered into the confusing tangled mess, he became greener still. A few seconds of looking down into the bucket, which also smelled of ripe diesel fuel, did the final job and he raced to the gun'l to call for his father. "Ralph," I believe was the man's name. Ralph O'Rourke he called out several times just so

down from the fly bridge. "Let's go, laddies, we have some fish to catch. This ain't no church social."

No one wanted to fight the captain, so we somehow managed to work on the mess of lures and eventually got four lures and two squid chains dancing behind the boat.

Fortunately for the mate the action was good. A steady flow of yellowfin tuna belting the lures finally overpowered his continued calls to the sea. The lures did their thing, almost magically and we had a good day. Back at the dock the captain tossed the lures back into the bucket and shoved it back into the bilge. The mate shuddered, but when I asked

The ol' five gallon bucket still works very well, but it tips over spilling its contents; it holds water rusting its contents and it takes up a lot of space. There are better alternatives.

One new system is marketed by So-Lo Marine, makers of some fine stainless steel gaffs. Their Stow-A-Lure gizmo is a deceptively simple white piece of plastic shaped like a bar, but with several notches and holes in it. The lure is positioned so the hook rides in one of the holes or notches and the leader is then wrapped from end to end in several turns. The last few inches of the leader get pushed into a hole or notch to keep from coming uncoiled. The



pattern of holes and notches make it possible to store most any size canyon lure, shark leader, single tube rig or planer spoon made.

The Stow-A-Way is durable and can't break and is very reasonable in cost. Several of them can be stored in a larger box, a bucket or a duffle bag. I've used them to store over a dozen tuna trolling lures while heading south for winter trips to Florida or when fishing on someone else's boat where I still want to take along a few favorite tuna busters.

Rubbermaid Company is best known for its comprehensive line of household items like trash cans, dish drainers, sink accessories and storage shelves. They also make some real neat clear plastic boxes meant for storing sweaters, shoes, shirts and other closet items.

Besides canyon type lures they can also store sharking equipment. One box that I use holds a gimbal belt, line clips, 2 dozen leaders and small tackle items like snaps, sinkers and crimps. My entire shark arsenal fits into one Rubbermaid box.

The boxes also hold umbrella rigs, bunker spoons, kidney harnesses, charts, tagging kits, game fish flags, sandwiches, health food like potato chips and pretzels and even extra clothes. I keep 16 tuna lures, mounted on Stow-A-Way holders in one Rubbermaid box.

I found my boxes on Rt. 95 on the way back from a Florida trip when Linda grabbed the steering wheel and ran us into the Dominion Pottery Outlet. I bought a dozen of them, used them all and plan to get more. They can sometimes be hard to find, but department stores do carry them. They measure 16X11X6.

Canyon Products in Huntington, Long Island has been making lure bags for several years and their uses expand with your imagination. They come in two sizes, large and small, either as single bags or as a fold-up type with several pockets.

They hold shark leaders, diamond jigs, swimming plugs, tuna lures, bonito spoons, sinkers, pliers, line clips, flat line clips and small spare parts for engines, tackle and electronics.

A new version of the bags is made long for daisy chains and squid spreader rigs. Colors are either blue or yellow. The rubberized screened backs allow air to enter so the tackle breathes and won't rust. The clear vinyl face panels let you see what's in the bag.

Rip Off is a California-based company well known for their excellent kidney harnesses and gimbal belts. They also make lure bags that are of high quality with Velcro closures—hence the name Rip Off as the Velcro "rips" as it opens. Each bag holds up to two lures and several sizes are now available.

Watch out, five gallon bucket. Your days may be numbered as fishermen switch to newer and better ways to store tackle, lures and tools.

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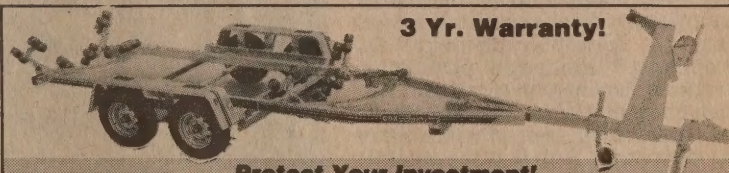
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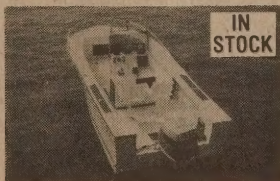


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Portable VHF's have come a long way in the last five years, with their capabilities expanding almost on a weekly basis, and their size, weight and cost shrinking proportionately in the opposite direction. The first units to come out were bulky, offering low power, limited range and only basic channel cover. The industry's full scale acceptance of microchip circuitry over this past half-decade has revolutionized the VHF industry to the point that one manufacturer currently offers a handheld unit that is only slightly bigger than a deck of standard playing cards!

And if that wasn't enough to get you thinking about the purchase of a portable by now, many in the 1968 lineup of VHF's come with more gadgets than an imported luxury European auto. Accessories ranging from either 12 or 120 volt plug-in chargers, quick-charge desktop units, extra ni-cad battery packs, leather carrying cases, external speaker/microphones and remote earpiece units, 6 db external antenna connections, weather-proof baggies and 25 watt boosters give these handhelds the modular flexibility of a child's Construx set.

Since there are at least two dozen handheld VHF's on the market, to cover each one with any degree of intensity would take up the editorial space of an entire week's Fisherman magazine; so I'm going to give you an executive summary of some of the most popular:

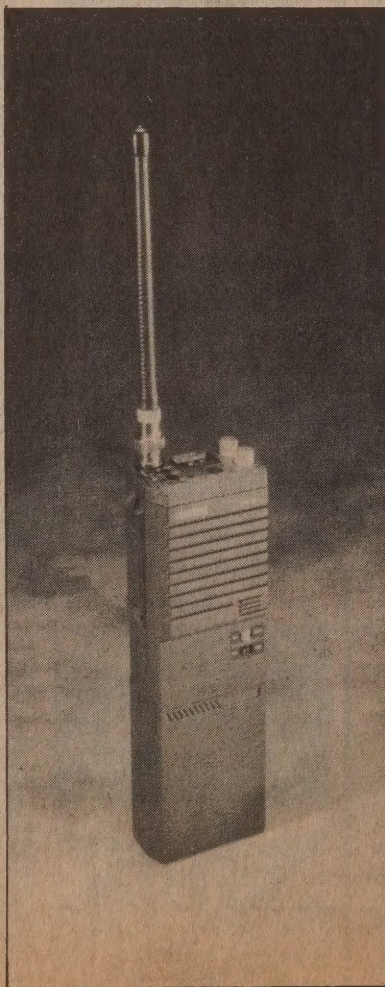
**Standard Horizon HX 220S:** Currently the most powerful handheld VHF on the market, the Standard HX 220S puts out a beefy 6 watts of transmit power. Its microprocessor boasts a capacity of 160 channels—55 communications channels, 10 weather channels and 95 expansion channels ready for activation pending FCC acceptance. One-touch pushbutton channel selection provides rapid up/down channel access. The high-speed scan feature is user-programmable and both channel 16 and the weather channels can be instantly accessed by direct-select controls. The extra large LCD display shows channel in use, plus operational information, and is backlit for night use. The HX 220S's dimensions are 2½"W x 1½"D x 7"H, and a flat rate lifetime warranty complements the Standard one-year parts and labor warranty.

**Uniden HH 978XL:** This unit puts out a solid 5 watts of transmit power and is one of the better values for portable VHF capability in the under \$200 price range. The HH 978XL covers all current U.S. and international channels, as well as 9 weather channels, all available via a rotary thumbwheel selector. A 5 watt/1 watt switch selects the power setting and another switch provides instant access to channel 16. A built-in electret microphone gives this Uniden VHF exceptional transmit clarity when compared to the speaker/mics used by competitive radios. Rechargeable ni-cad batteries are standard, as is a 120 volt wall charger and

# Hand Held VHF Radios:

## Talking On

Below: Uniden HH 978 XL. Right: SMR Sea Lab 9000 G with standard and optional accessories.



the 978XL's one year warranty is backed up by a flat-rate lifetime warranty option. This handheld's dimensions of 2.5"W x 1.37"D x 8.26"H make it a breeze to stow away



# The Run

By John N. Raguso



for either primary or emergency communications situations.

**Icom IC-M11:** Known for their rugged dependability in severe service, the Icom family of VHF radios

have a strong reputation with those who make their living on the water. New for 1988 is the IC-M11, which boasts a full 6 watts of transmit power and is the most advanced of a product

line of handhelds which include the M-2, M-5, micro M-8 and the M-12. Engineered with one of the most splash-resistant moisture sealing protection systems available today, the IC-M11 features a unique dual-watch and tri-watch function which allows you to monitor up to two other channels, plus channel 16. The LCD readout shows the channel in use, and this Icom covers all U.S. and international channels, plus 10 weather channels, via a quick-access up/down switch. The IC-M11 also offers the user 7 different scanning functions and 24 memory channels, plus built-in expansion should the FCC approve new channels down the road. This radio was also the most expensive of the group, with a selling price of approximately \$380. Icom's two year parts and labor warranty is extended by a flat rate lifetime warranty option.

**Icom IC-M8:** Giving the word "Micro" a new meaning, the Icom IC-M8 is by far the tiniest of our group of portable VHF's. Small enough to fit in your pocket, this mini goes to the max when it comes to offering useful communications feature. Putting out 1 watt of transmit power, the IC-M8 doesn't place a severe drain on its rechargeable ni-cad battery. Its circuitry also includes a unique battery saver system which lowers power consumption when the unit is in the standby mode and not receiving a signal. The Icom IC-M8 comes with a 78 channel capacity, wall charger and more. The two year/lifetime flat rate warranty gives the owner the confidence that this VHF will outlast the boating season and the 2.28"W x 4.43"H x 1.14"D dimensions allow you to stow it just about anywhere.

**Apelco Clipper Jr.:** Putting out a solid 4 watts of transmit power, the Apelco Clipper Jr. is fully synthesized with a 91 channel capacity. Features include an "all scan" function, keyboard channel entry, connectors for external speaker/mic and power, plus a back-lit LCD display. Channel 16 can be instantly selected by depressing a dedicated key on the keypad. Included in the list of standard accessories is a ni-cad battery pack, flexible rubber antenna, AC wall charger, belt clip and leatherette carrying case. Dimensions are 7 1/2"H x 2-5/8"W x 1-7/8"D and Apelco's two year parts/1 year labor warranty is supplemented by a flat rate lifetime option to the original owner.

**Ray Jefferson 789:** This 3 watt, fully synthesized handheld VHF comes with a 78 channel capacity. A rotary thumbwheel located on the top of the unit allows for positive and convenient channel selection, plus a special switch allows instant access to channel 16. The list of standard features includes a ni-cad battery pack, flexible rubber antenna, wall charger, belt clip, carrying strap and case. The dimensions are 6.7/8"H x 3"W x 1 3/4"D.

**Si-Tex HH-200:** This top-of-the-line



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unit from Smith Industries offers 5 watts of power with a synthesized circuitry, that allows the user 85 receive/54 transmit channel capacity. Nine weather channels will keep you tuned in to the latest forecasts and the LCD display will indicate selected channel and transmit mode even in bright sunlight. A membrane-protected touch keypad makes channel selection a breeze, plus the all-scan feature will keep you in touch with the action, wherever it may be happening. Dedicated keys allow either channel 16 override or 1 watt/5 watt power output. The Si-Tex HH-200 comes completely equipped with a belt clip, 120 VAC rechargeable ni-cad battery pack, wrist lanyard and flexible rubber antenna. The external specs are 7.9"H x 2.5"W x 1.65"D.

**SMR Sea Lab 9000G:** Perhaps the most economical VHF in our review group as far as dollar value is concerned, the SMR offers a decent 4.5 watts of transmit power at a selling price that could go as low as \$140. A clear plastic membrane protects the thumbwheel selector from the element and day-glow rubber gaskets help shield the battery compartment and the main body of the unit from the harmful effects of salt spray. The Sea Lab 9000G gives you excellent value for your investment with all U.S. and international channel capacity, 4 weather channels, Hi/Low power switch, channel 16 priority switch, weatherized mylar speaker, chronometer and more. This SMR handheld comes complete with ni-cad battery pack, AC wall charger, earphone, DC charger, rubber antenna, vinyl carrying case and belt clip. A full lineup of optional accessories are also available. The Sea Lab 9000G is backed by a limited one-year warranty.

**Cybernet CTX-2090:** This handheld VHF offers a fully synthesized 89 channel capacity, combined with a 3 watt transmit power output. Channels are accessed by pressing a sealed keypad and a back-lit LCD display indicates the channel in use, plus any other special functions. The CTX-2090 features 6 separate scanning modes, channel lock, a dual watch mode and its case is weatherproofed with full gaskets and seals throughout. The Cybernet comes equipped with ni-cad battery pack, earphone, 120 VAC wall charger, flexible rubber antenna, belt clip and vinyl carrying case. A two year parts and labor warranty is extended with a lifetime flat rate warranty. The radio's dimensions are 7 1/4"H x 2-5/8"W x 1 1/2"D.

Well, that covers our test group. Whether you are looking for a capable back-up for your 25 watt onboard VHF or for primary portable communications, whichever radio you select, the handheld VHF's offered for 1988 are reaching new heights with their state-of-the-art features and reliability.

**Author's Note:** I'd like to thank Shane's Marine electronics manager Jack Darragh for making a fairly complicated comparison task easy enough for this writer to comprehend.

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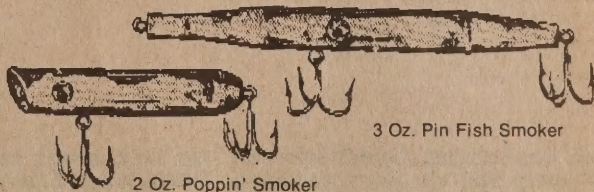
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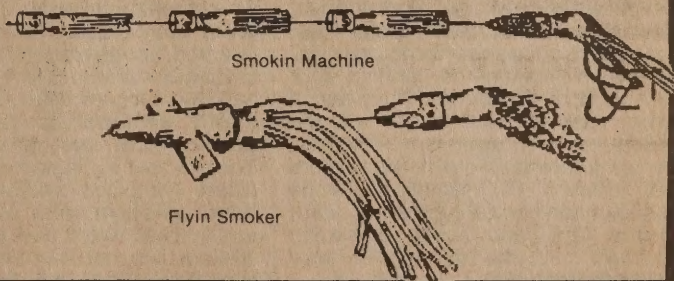
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# March

By Capt. J



Well, what do you know? Here we were these past few years wallowing in a sea of reminiscence, dreaming of the good ole days and crying over the disappearance of our groundfish, when suddenly the dream comes true. Codfish are once again foraging in our waters. It's enough to confirm your faith in God. Fishermen may wear a heavy coat of pessimism, but the underwear is all optimism. Discovering cod jumping on our hooks is more than a return of a species; it is hope that abundant stocks can return. With a little luck, and some legislation wouldn't hurt, the cod may be here for sometime.

Out Montauk way, we have a spring run which lasts for approximately 3 months. The Montauk fall run comes later than the south shore run and often goes unappreciated. Also, if Captree and Freeport are having good fishing, very few anglers will venture too far off Montauk when they stand a chance for a cod only an hour's drive, or less, by car. This is true of the open boat trade. It is during a good spring run that Montauk will see a brisk business. The exception was the spring of '87. A reason for the poor

spring business was a lack of fish in 1986. Undoubtedly, the spring cod fishing at Montauk in 1986 was the worst. Well, the headline followers were fooled, because Montauk saw some very good action in '87. Granted, the average fish was of the scrod size variety (2 to 4 lbs.), but we had the numbers. Besides, scrod was mostly what was to be found anywhere along our Atlantic shores. There was no magic fishing ground where giant cod dwelled. Here and there some boat would come across an undisturbed wreck and yank off some soakers, but that was relatively rare. I can safely say that from here to Massachusetts the average cod was a small one.

Last spring's poor showing at dockside may have been created by more reasons than a belief that the cod were not nibbling. The weather was poor, discouraging fishing attempts. Also flounder fishing was extremely bad, almost non-existent at times. But fishing was good! Let me tell you what happened. For a total of 22 spring charters, I had accounted for over 900 codfish which breaks down to 13 cod per man, per trip. That's bad?

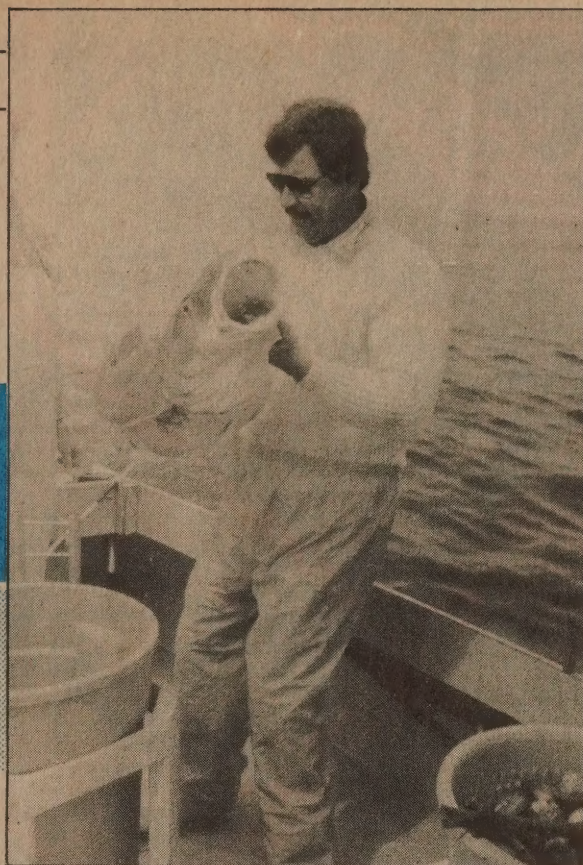
And all the fish weren't scrods. I had days of bigger fish, fish to 40 pounds. On two trips I caught over 100 codfish. On one such trip we were on our way home at eleven o'clock. We could have caught 100 more, but my charter agreed that enough is enough. I wasn't the only boat catching. A few other charter boats that began early also enjoyed good fishing.

Montauk's fall run in '87 was the best in many a year, giving the exciting hope for a good spring run. I first began taking cod at Cartwright and—lo and behold, the fish were not only the usual 6 to 10 lb. fish, but larger. As we rolled into late December a surprising number of cod in the 30 pound class appeared. As an example, Captain Jay Rigano managed 65 cod that yielded 7 fish in the 30s. That was on January 3rd. My last trip on January 4th showed 24 cod for a friend and myself. About the bigger cod, Jake Nestle, the capable captain of the open boat "Marlin" agreed with me that seeing so many large codfish during the "fall run" at Cartwright was a first. Once again, pray that it continues in the spring. My first search and destroy mission in



# On Cod

## n DeMaio



early March begins at Cartwright.

At Block Island, a huge body of cod, averaging 6 pounds was discovered by mackerel fishermen in the area of the southeast lighthouse. An example of how thick they were was driven home by two commercial fishermen who had over a thousand pounds on jigs and tubes in 30 feet of water. Fortunately, I also cashed in on some of this fishing. That run of fish lasted for over 10 days and ended on December 26th. Man, what fishing!

So here's what to expect for the spring run. Look for the first run of cod at Cartwright beginning early March and into April. An overlapping of areas will exist in April between Cartwright and Block Island. The Island will produce all through May. Late April and into June you can expect to see the big cod at the famous CIA Grounds. If you're looking for a slammer, that's the place.

There may be some anglers reading this who disagree about last spring being a good one, because of a poor trip at that time. The reasons for this are obvious. Fishing is not a science and no two days are quite the same.

No one can offer a guarantee in our sport, nor do we want it. I'm sure if most fishermen were to think about it they would prefer the excitement of uncertainty over the dull boredom of a guaranteed catch. Also, even though Montauk is the fishing capitol of Long Island, it can be a difficult place to fish. Bottom fishing is not tuna fishing. Loran numbers are not the elixir of fishing magic. Even with last minute information (where they bit yesterday) you can still miss. Knowing when and where to make a move can be crucial. A certain feeling of when to drift, to anchor, to use tubes and jigs, to use skimmers, how to anchor, what tide is best for each spot, and so on. This knowledge can only be attained by experience, years of it. I have been chasing cod at Montauk since 1954 and I'm still learning every season. And yet with all the experience and 100 spots to choose from, you can still have days that you would rather not talk about. One thing is carved in stone, "The more you fish, the more you catch." Remember this: a faster boat, a larger boat, a better equipped boat, knowledge and experience can hardly keep

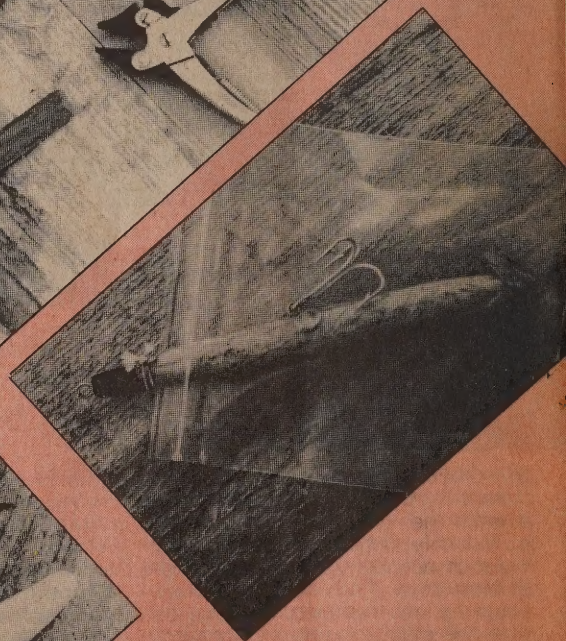
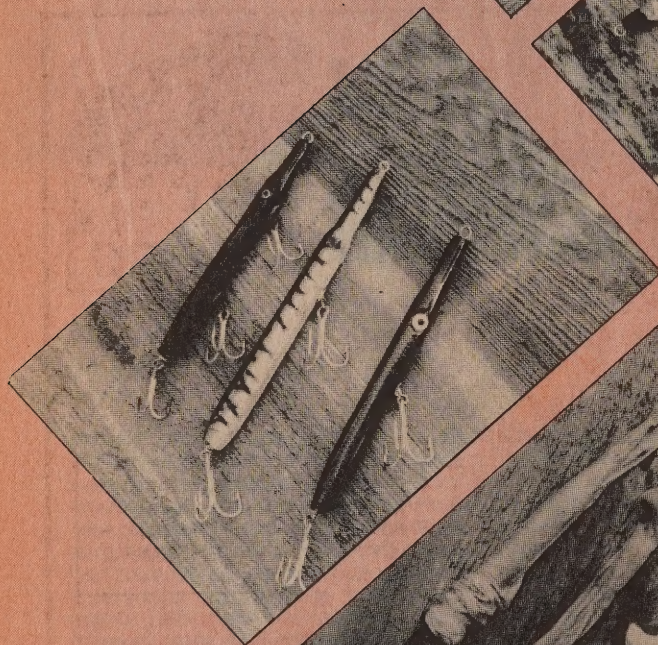
up to the angler who pursues the fish daily. Everyday application is one key to success. So it would seem obvious that the fisherman with an adequate boat, knowledge, experience and who fishes daily, will come out ahead over the season. There are no good, or bad fishermen; only those who work harder. This is why the hi-line boats that get the play seem to catch more fish. You can't learn or catch fish at the dock. This is true of charter boat, head boats, and private boats. So once again, if you had a bad day at Montauk, think of all the variables that I have mentioned.

In closing I feel compelled to mention that this unexpected showing of cod may only be the light bulb that burns brightest before it goes. No, that isn't my overcoat speaking, it is an awareness of the commercial pressure being placed on the fish. Anyway, let's hope not. So confident am I that I will predict a good spring run at Montauk. A writer must be careful when it comes to predictions for you can blow your credibility in one sentence. Keep the faith and pray for an abundance of the cold water boss.



# The Needleskin

By Pat Abate



1) Three typical plugs to be used. From top to bottom they are the Danny Needlefish, the Gibbs and Gags.

2) Hooks are removed from the plug and discarded. Don't try to reuse open-eye hooks, they will be weaker. Here a skin with the blue side out is slid over the plug. It should be fairly snug. Allow 1/3 to 1/2 of a plug length of eelskin to overhang the tail.

3) Cut off the excess skin from the front of the plug and tie it off with a waxed line such as dental floss or whipping cord.

4) Cut a hole for the swivel, attach the hook (in this case a 3/0) and sharpen.

5) Store your plug in a ziplock bag and keep in the freezer between trips.



There is no lure or bait for striped bass that has withstood the test of time better than the eel. Whether you rig it, skin it or fish it live, there isn't a more consistent producer of cow bass around. Every other lure will come and go as they have for decades, but the eel will still remain a top choice.

It is a safe bet that the current top choice in bass lures is the Needlefish. During the past five years, it has been the best imitator of sand eels. Wherever sand eels are the predominant bait, the Needlefish will rule.

I have been a fan of eel skin plugs since I started chasing striped bass. At that time we rigged a skin over a Creek Chub straight Pikie. Soon the hot setup was a skin-rigged Atom 40. We never left home without a skin plug or two in our bags. We always rigged the skin with the blue side out. An interesting note was that the plug did best when the bass were munching on bunker or herring. It's not conclusive but appears that those skin plugs did not look like eels but imitated a large baitfish.

Since the Needlefish re-emerged, most winters have been spent trying to fine tune these plugs. By the way don't think that Needlefish are something new. I picked up a copy of Salt-water Sportsman from the 1950s and there was an ad for the Boone Needlefish as a killer for striped bass, blues and snook. There have been many refinements such as through wiring, single hooks, tail feathers, etc. Inevitably the eel-skin rigged Needlefish emerged and I am sure that I wasn't the first to try it.

Dubbed the Needleskin it combines the best of two top bass lures. It's got the feel, look and smell of a natural bait plus the silhouette, castability and other qualities of the Needlefish plug. I can't vouch for any scientific method of testing this creation in one season, but on more than one occasion, the Needleskin was high hook. The only drawback is its great wind resistance, so you can expect shorter distances.

Rigging the plug is fairly simple and straightforward. The hardest part will be getting the eel skins. The best way to get these is the old-fashioned way: skin the eel yourself. A few tackle shops sell skins, but you will be hard pressed to find them in areas other than the Cape Cod Canal. Eel skins can be preserved in a heavy salt brine or frozen in brine for many years. Once skinned, the diameter of the eel skin seems to shrink. Start with an eel almost 1½ times the diameter of the plug you wish to cover.

Now that you are armed with Needleskins it is important to remember that there is no magic lure or guaranteed catcher. One of the most important factors in the success formula of any lure is the confidence that it shares with the angler. If you think positive about the offering on the end of your line, then you will fish harder and longer and it's effort that brings results.

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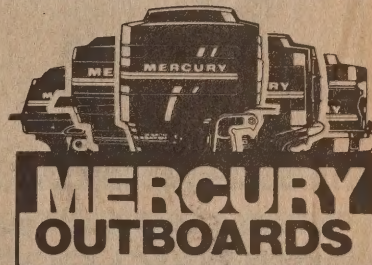
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# Marching Flounder

By Matt

I'm a great guy for rushing the season.

When friends asked me along on experimental fluke fishing trips in early May, they found me willing enough. When they desired my company while engaging in a codfishing trip in late October, I gladly tagged along—even when I had misgivings.

But no one found it necessary to sell me on the idea of giving early March flounder a whirl. Usually, it's the other way 'round. Then I'm the one desperately trying to sell the merits of early March flounder to assorted buddies, most of whom share the annoying desire to wait until spring is here officially. Sometimes I succeed, but usually I don't. All of which is something I don't understand, for early flounder fishing can be good indeed.

Perhaps I can sell you on the worth of early March flounder fishing. I hope so, for I certainly intend to try.

First, I've got to be honest. Don't expect outsize fish in early March. This seems like a poor way to sell something, I know. But I won't do business any other way.

I believe you'll catch fish, all right, but I don't believe you'll catch monsters. Actually, I don't think you'll catch anything larger than one pound. I've rarely had luck with large flounder until about mid-April. But should you be interested in 1/2 to 3/4 pounders, they're out there waiting for you.

Let's get tackle requirements out of the way. If you have been flounder fishing before, you already have the necessary equipment. But if this is your first attempt, I'll give a quick rundown on what's required.

Because flounder are caught in sheltered areas, light tackle should be used for most enjoyment. What you spend for this is entirely up to you (don't buy too cheap), but fortunately

the best flounder tackle isn't expensive. You have two choices: a light boat rod, equipped with matching revolving spool reel, filled with 8 to 10 pound test good quality monofilament line; or a light to medium weight spinning rod with matching open-face spinning reel filled with 6 pound mono.

My outfit is a light, 6 foot spinning rod and open face reel filled with the recommended 6 pound line. I use this weight line when skiff fishing. When fishing from shore, I increase the mono test to 10 pound—sometimes more when fishing a particular "sticky" area—such as Shinnecock Canal. Using heavier mono enables me to salvage some of my fouled terminal tackle—most times, that is.

You'll find such light gear extremely sensitive to the lightest biting flounder. This is important because at this time of year the water is cold and flounder seldom nip at the bait. In fact, they are most likely to gently inhale the bait, so gently that you have no inkling of their presence. Light spinning gear can detect this easily, but by using a less sensitive rod, you will find that by the time you realize what's going on, your flounder will have the hook deep in its innards which in turn, will make hook removal difficult. This can be a problem if the day is nippy and your fingers are numb.

Let me say something here in regard to this.

If you find most of your fish deeply hooked, it means but one thing. You are letting your attention wander. You are asleep at the switch. To avoid this annoying problem, feel for the fish at frequent intervals by raising your rod at least once a minute. Bear in mind as already stated, flounder seldom nip at bait at this time of year. (They will do so in April, however.)

As with all bottom fishing, rigging is



# To A New Season

## Ahern

no problem. The cardinal rule is this: the less hardware, the better. And for goodness sake—stay away from flounder spreaders! They will keep your hooks apart, all right, but they foul on the least obstruction and are notorious for gathering copious amounts of weed and debris. You won't find experienced flounder fishermen using them.

The standard flounder hook has always been the long-shanked Chesertown, better known as "the flounder hook." The most commonly used size for sheltered water is 9 or 10, with 9 preferred. Actually, there isn't much difference in size, except that the steel wire of a #9 is slightly heavier.

Because flounder are bottom feeding fish, your hooks must be there to do any good. And the best way to assure this is to tandem tie your hooks. When this method is used, your bait is always within reach of prowling flounder.

Here's how to tandem tie. Use two hooks and fold the snell of one at its middle. Take this fold and place it through the knotted loop of the second hook. This second hook is then run through the first fold, drawn up tightly and secured with an overhand knot. Be sure you don't overlook tying the overhand knot—many fishermen do and then become perplexed when one hook slides down the snell of the other.

Place the rig on the main line by forming a loop about two inches above a suitable bank sinker (1 or 2 ounces—rarely more). Actually, the whole rig-up takes but seconds to accomplish.

As for bait, I don't think there is any better than fresh bank mussel for early March flounder. However, you may (always a thorn in the rose) have difficulty finding mussel at this time of year. If this is so, don't despair.

Blood and sandworm will do the trick, as will hard and soft clam. When using worm, pieces about 1½ inches in length are best. Expose the barb about 1/3 inch from the end. Flounder never notice and it assures easier hooking. When using clam, cut into thin, narrow slices; place on hook the same as using worm.

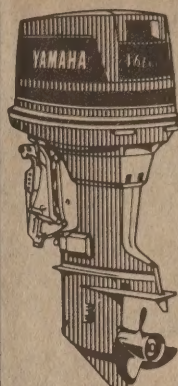
There's no question mussel is good bait) and there's no question it's a pain in the tail to keep on a hook. Especially is this so when casting from shore. Try running the hook through the meat several times and wrap some around the hook shank. It should stay on long enough to entice a flounder. Change frequently because mussel has a tendency to bleach out. Once the fish begin to bite, this isn't necessary.

Because the water is cold, flounder will not be too active—especially if the day is cloudy. (Sunless days and cold water make fish dormant early in the season.) If you intend to skiff fish, seek the deepest spot you can find (a chart of the area is handy to have), and try rousting them from their mud blanket by bouncing a sash weight, or by dragging the anchor along the bottom with the aid of the motor. Once the fish begin biting, they will continue to do so if you chum with a bit of cracked mussel. You may be lucky and immediately anchor over a goodly amount of flounder. If not, move to another spot and try again. Flounder must be hunted; they won't come to you.

When shore fishing, you may have to move about until the first fish is located. Once that fish is caught, there will be more.

Now—have I sold you on giving early March flounder a try? If so, pick out a nice day and get going. I've been chasing early March flounder for years. Never have I failed to connect. Honest.

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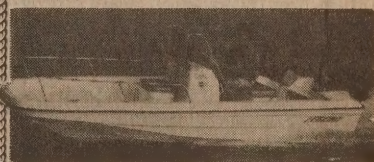
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# Travel Log

By Roger Aziz

Ever since the 1960s, when noted sportsman and photographer Paul Kukonen began to show his movies of fishing in northern Quebec, interest in Canada among New England fishermen has blossomed. Paul's movies were of Lake Albenal, a 30 by 60 mile lake at the end of the last road in Quebec's outer reaches. To this day, the last leg of the trip, which takes you to the shore of Albenal, is traversed on gravel.

When I first went to Albenal in 1964, the road to Chibougamau, the last town in northern Quebec, was also gravel. The entire town was but one block long and the main source of income for its residents was mining. It was the quest for silver and copper, in fact, that opened the road to both Chibougamau and Albenal.

While on the way to Albenal, most fishermen, like myself, passed by waters that literally teemed with fish. Paul Kukonen did not mention Lake Chibougamau, for example, and he failed to mention other lakes, most of which he probably would not have known existed unless he spent a great deal of time among the natives of the province.

In July of 1985, I returned to northern Quebec to fish Lake Chibougamau, a 30 by 40 mile lake that I did not know existed during my 1960's trip. Actually, Lake Chibougamau was known to fishermen long before Albenal. Located approximately 10 miles outside of the town of Chibougamau, those who worked the mines found

the lake a source of pleasure and a means of providing table fare for their families.

Fishing outfitters began to spring up in the area and they flourished for several years, but today, there are few outfitters still in business around Chibougamau. One outfitter who has survived the economic ups and downs of the area is Louis Pomerleau, who operates Camp de Pêche Pomerleau, Inc. This wizened guide first arrived at Chibougamau to work the mines. After 20 years as a foreman, he retired and began a new career: outfitting fishermen who wanted to catch some of the area's large trout, pike and walleye.

David Morse, his son David, my son Steven, and I made reservations with Pomerleau during the winter of 1984. We booked the week of July 6th through 13th.

The entire trip to Chibougamau is approximately 750 miles. During the first leg of the trip which encompassed 490 miles, we stopped at La Tuque, a thickly settled little lumber town and the last of the large settlements before reaching Chibougamau. However, on our return trip we drove straight through in 10 hours. That perhaps, would be the best way to travel. Not only because it is less expensive, but most important, because although the overnight stay was relaxing, it was a waste of precious time. We arrived at La Tuque at 5PM and had too much time to spare in a strange town where a language bar-

rier, though not a major problem, still did exist.

And I might add at this point, that throughout the entire trip, the French Canadians were extremely friendly. Almost everywhere we went, someone would volunteer to assist us when we did indeed encounter a language problem.

We arrived at Pomerleau's camps at 2PM on Friday, July 5th and began to unpack our tackle and gear. Our quarters were large and modern, consisting of three bedrooms with two bunks each, an indoor toilet and shower, electricity and a wood stove, which was to prove invaluable during the cold northern nights. The cost for this large modern cabin complete with refrigerator and gas stove, was \$75 per day for the four of us.

Pomerleau has 10 cabins of various sizes to accommodate groups from 2 to 10 people. Prices for the cabins vary, but while all have indoor toilet facilities, most do not have showers. A community shower located a short distance from the cabins is available.

Fishing in the north country is not always guaranteed. Weather is the most important factor in determining whether or not a trip will be a success. The glacial lakes are all large by our standards and they are ferociously windswept. On each of the six days we fished at Chibougamau and nearby Lake Francis, we experienced wind, rain and sunshine, during each 24 hour period.

Our success at Chibougamau was



# Northern Quebec



not to be as high as our expectations. We caught a few northern pike and some walleye, but for the most part, we did not fare very well with lake trout. And because we were more interested in northern pike and walleye, we learned too late that lake trout were plentiful not very far from our campsite. During our stay we did see a few dozen lake trout in the 5 to 8 pound class, taken by fishermen using silver spoons.

The structure of Lake Chibougamau suggests that there is no substitute for experience when fishing this body of water. The lake is deep, up to 100 feet in places, yet in an instant, the bottom surfaces. It is not uncommon for a downrigger ball to crash into a rock ledge. One area near the camp, for example, was 80 feet deep. This depth stretched for several hundred yards and rose abruptly to a depth but three feet deep. My downrigger was smashed on the first day out. We were then unable to sink our spoons deep.

When the wind is churning the lake, the rock structures jutting up from mid-lake are not easy to discern. More than a few lower units have been mangled by visiting fishermen.

The highlight of our trip, however, was a two day outing on Lake Francis. This lake is relatively small by Canadian standards and much shallower than Chibougamau. It is also difficult to find and once there, it can be reached safely by four wheel drive vehicles only. We learned the hard

way that two wheel drive vehicles were no match for the soft roadbeds winding through the timber cuttings, especially following on the heels of a rainstorm.

Permits for Lake Francis are required. These we purchased at a parks headquarters on Albanel Road. The cost for each day of fishing is \$4 per man. This permit, however, is only to be used in conjunction with a fishing license which costs \$25.

It is important to note at this time, that fishermen taking youngsters under 15 years along, should buy them a fishing license. The fee is the same as for adults. However, without a fishing license the youngster has to work on the parent's limit. With a license, a youngster is allowed the same limits as an adult angler.

The 20 mile trip from Chibougamau to Lake Francis went smoothly. We arrived at Lake Francis at 8AM only to get bogged down in the mud 100 yards from the water. It took us almost two hours to free our truck from the clutches of the muddied roadway. Pomerleau had brought in two boats the previous afternoon using a four wheel drive vehicle and had no difficulty. But constant rain showers through the night softened the road considerably by the time we arrived. Once we managed to free our truck from the mire that led to the ramp, we loaded our gear into the two boats and headed for some of Canada's grand pike fishing.

We began fishing in the large cove

where we launched and within a few minutes, we were catching both northern pike and walleye. The fish were small, however, so our guide led us through a maze of islands into the broad expanse of the main lake. We crossed the lake and began to fish narrow channels among a series of islands. Again, we caught few fish of bragging size. Most of the pike were in the 5 to 6 pound class and the walleye were in the 1 to 2 pound range.

We worked our way around the entire east side of the lake through a series of shallow channels that occasionally required us to pole our way through. By this time, David and Steven had accounted for a half dozen pike in the 6 to 8 pound class. The elder Morse and I had four pike up to 8 pounds.

It began to rain hard about 2PM just as we entered a large cove within a mile of the boat launch area. Pomerleau and the two boys reached the cove slightly ahead of us and by the time Dave Morse and I arrived, both boys were hooked up and battling large fish. Dave and I began to cast.

For two hours the fishing was awesome. Pike in the 10 to 12 pound class struck at every lure that hit the water. More than a few fish were lost after lengthy battles as the hooks pulled free. It was a case of every man for himself as the fish circled the boat creating a dilemma: which fish to net first.

By the time the action ended, we had boated a total of 20 northern pike.



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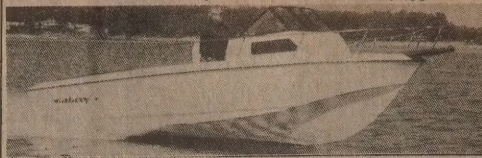
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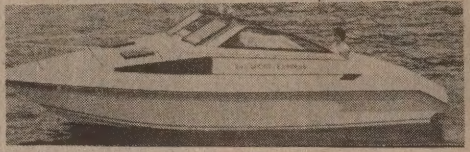
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The largest weighed just over 12 pounds and the smallest approximately 8 pounds.

We returned to the boat ramp in a downpour and retired for the day. Our truck made it through the mud-filled road over a bed of pine branches we laid out prior to departing in the boats.

The next day at Lake Francis was a much milder one weather-wise, but we did not catch large fish or appreciable numbers as on the previous day. We did, however, catch more walleye and larger ones, the biggest being 5 pounds with a 3 pound average. Of the pike, Steven's 12 pounder was the top fish.

There is no need to bring along a large array of tackle on a trip to Canada. Most fishing, if not all, will be done with spinning rods. A medium action, 7 foot rod and a heavy action 7 foot rod are all that are necessary. Conventional sized fishing reels such as a Zebco Cardinal 4 will suffice. Line, however, should be at least 10 pound test with spare spools with 10 and 12 pound test recommended. And steel leaders of at least 8 to 10 inches in length are a must.

For lures, a good supply of small Dardevles is all that is truly needed for northern pike. The spoons need not be much larger than 3 to 3½ inches in length. But be certain to bring not only the standard red and white Dardevle, but also orange or yellow with red diamonds as well. The pike devour them.

For walleye, small lead head jigs with white or yellow plastic grubs will do fine. For larger walleye, bring along a few 6 inch Rebels or Rapalas.

For less than \$500 per man, we enjoyed a full week of excellent fishing at Lake Chibougamau—boat rentals, guides, fuel and food included.

If you are traveling by truck and have plenty of room, it would be best to bring along any canned goods you may want for your menu. Food prices in Canada are much higher than in the States. Some fishermen bring their own gasoline along because the price of an imperial gallon of gasoline is much higher than Stateside prices.

In the future, we would bring at least one car-top boat to use on the smaller bodies of water we passed on the way to Chibougamau. There is a wealth of fishing opportunities within 10 hours of Massachusetts, in the wilderness of northern Quebec.

Anyone interested in a trip to the Chibougamau area may contact Maurice Pomerleau, Camp de Peche Pomerleau, Inc., 307 Lanctot Street, Chibougamau, Quebec, Box 115, G8P 2 K5 or call Canada (418) 748-2590.

To reach Chibougamau, take I-93 North N.H./Rte. 55 North through Sherbrooke and Drummondville to Rte. 20 East to Rte. 155 North through Trois Rivières (Three Rivers) to La Tuque. This is approximately the halfway point. Continue on Rte. 155 to Chambord and Rte. 169 North to Saint Felicien and Rte. 167 North to Chibougamau.

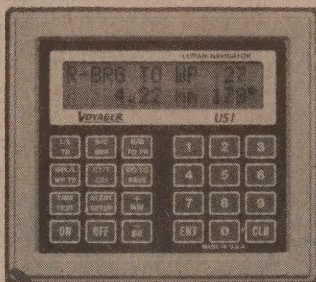
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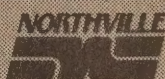
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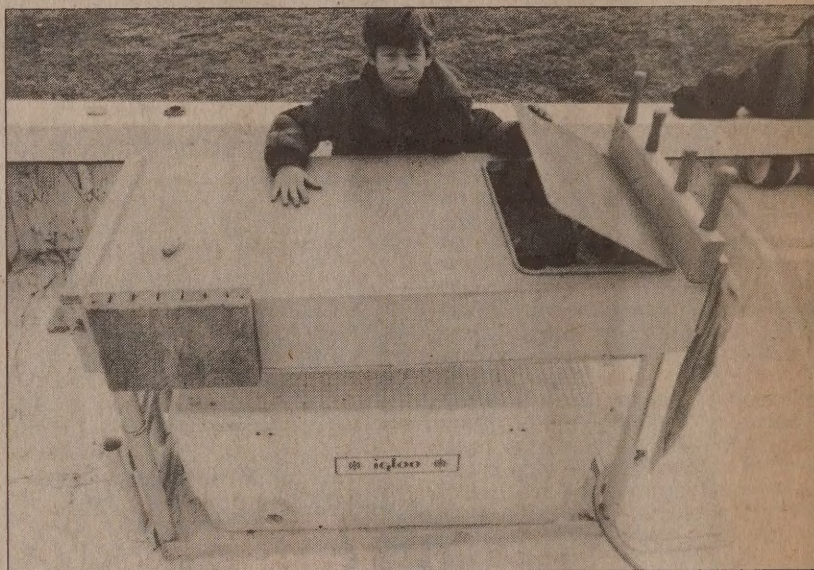
# Cockpit Work Station

By Charley Soares

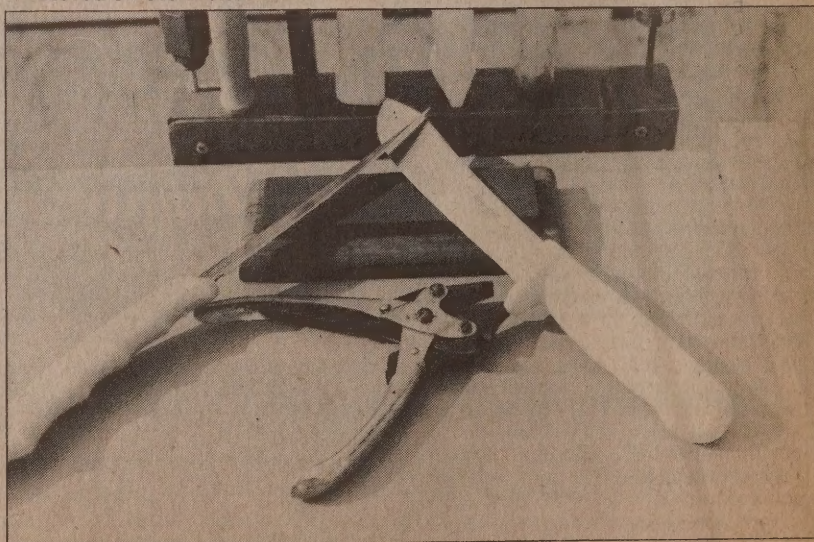
Does your body protest every time you bend over to cut bait, fillet a fish, or tie on a new rig at or below the level of your gunwale? If so perhaps it's time for you to consider an alternative which will make things more comfortable for those hours afloat or back at the dock. My project began in earnest after a long day of bending over the Igloo cutting fluke bait, tying rigs and filleting the catch for a party of four. No one will debate the utility of a 151 Igloo for the cooling and storage duties it was intended for, but it certainly was not designed for use as a cutting station unless they had midgets in mind.

Right then and there I made up my mind that was to be the last session I would spend at half crouch. Hell! Fishing is supposed to be fun and after a few hours of the aforementioned activity I always felt like I had done four hours in a tight confessional. Being able to perform those routine tasks in an upright position makes for longer trips as it prevents the fatigue and exhaustion of working under less than ideal conditions. I began my project with an open mind and some rough sketches at a table in the coffee shop near the marina that afternoon and consulted with my friend Mike (who would do all of the metal fabrication) who is also a fisherman and boatowner for those features he would want in such a platform. I went from a very basic unit to a multi-purpose work station after several drawings and some measurements on the boat.

Rather than just have the table sit in the middle of the deck, I opted to make the unit fit over the Igloo and still be able to open the cover almost all the way up to remove chum pots, plastic containers and line which is stored in the cooler until we start to use it to store the catch. I added a slotted knife rack of teak and plexiglas after having the knives in a single slot which permitted the blades to touch and dull and collect gurry from the same level as the work station surface. I added a shelf under the table to store brushes, cleaning implements, soap and my lobstering



The built in tray on the top of the station holds ice, bait and fresh fillets. Full size Igloo fits neatly underneath while four rods can be stored on stern end.



The knife block is made of teak and plexiglass and affixed to the upper port section where they are handy in the fillet process. Photo shows the painted plywood top but I add a piece of industrial nylon to protect the edges and facilitate cleaning.



gear (carapace measure, rubber bands and bait bags) as well as several long plastic storage boxes for sinkers and assorted ground tackle which was right at hand and saved me a trip into the pilot house every time I needed some equipment.

I have now added a rear station with thole pins for docking and safety lines. Last year I cut into the surface at the after end and fitted a fiberglass tub with a drain which will hold ice and bait during the day. The fillets from the catch slide into this on top of the ice where they are protected from the sun and elements by a shaded plexiglas cover. If I have envisioned all of this at once I may have balked at the project but as these things were added after use and experimentation they just seemed to fit in.

You can make your unit fit into the length and beam of your cockpit and suit your particular wants and needs. A few friends and a nearby charter skipper have measured my table and are making similar stations as winter projects. In the past, I have utilized the cooler top, rod holder bait stations and numerous other jury rigs, but this platform allows all of the crew use and access to the table at any time without interfering with one another.

The table is constructed of aluminum tubing used commercially for handrailing 3/8 exterior plywood. The knife block was fashioned from a piece of Honduras mahogany and I have added a 3/16 sheet of industrial nylon for the actual cutting surface although you could use the plywood if you desired and didn't mind having to sand and paint it to keep the surface protected. One of the newer ones under construction will have a section of butcher block inlaid into the surface which will cut across the grain to the desired thickness and should be quite handsome as well as practical.

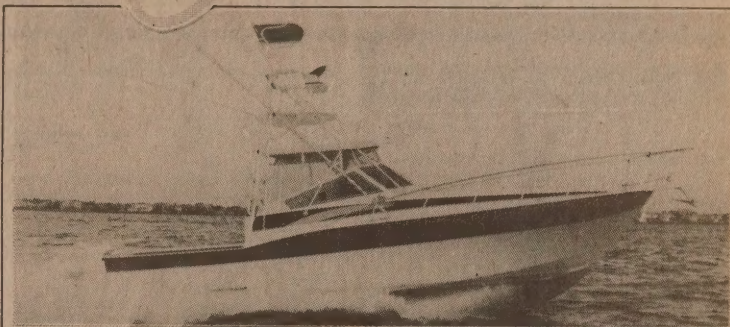
I have a fairly heavy table which barely moves even in rough conditions, but I still use heavy nylon shock cord to secure the table to 4 cleats mounted under the gunwales to the corners of the legs. Rubber padding under the legs also prevents skidding and protects the finish on my deck. My table is about complete unless some new wrinkle presents itself as was the case this fall when getting gaffs from under the covering boards was a hassle. I secured a treated pine board to the face of the legs and added snaps to accommodate them securely. This has made working the deck much safer and more efficient and fish are coming aboard about as fast as they can be handled.

I am open to any new ideas readers might incorporate into these tables and can't wait to view the one my marine carpenter friend is making for himself of teak and mahogany veneer. You don't have to be quite that fancy; in fact, one guy who questioned us about our table took the ultimate shortcut. He took a narrow door and mounted it over two makeshift sawhorses. I'm certain you can do better than that.

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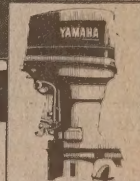
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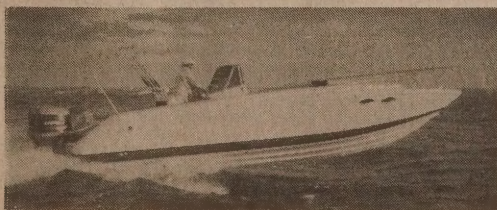
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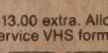
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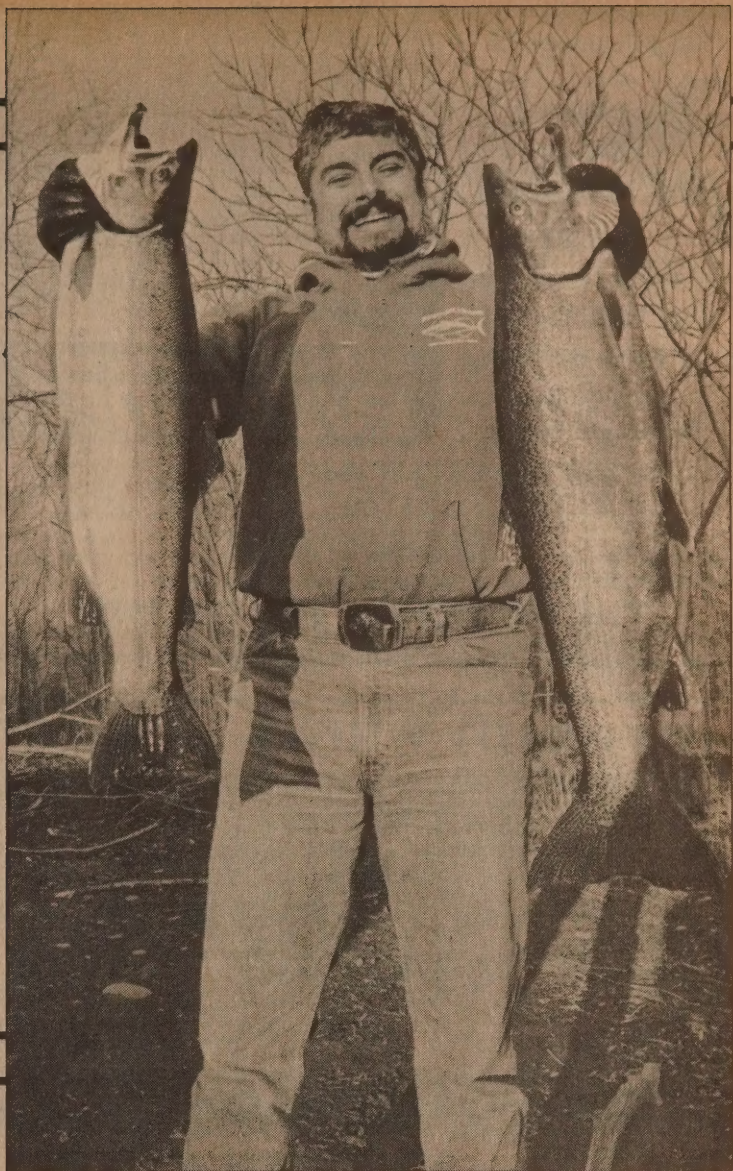
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# Salmon River Savvy

By Andy Gennaro

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Past issues of *The Fisherman* have contained many excellent stories by respected anglers on fishing the Salmon River in Pulaski, New York. This story is also about fishing the Salmon River, but in a different vein. The intention of "Winter Salmon River Savvy" is to orient the person who has never done this kind of cold weather fishing, but has the desire to try it. Knowing what to expect and being prepared for it, can mean the difference between a pleasurable trip and disaster.

The main run of steelhead hasn't been entering the Salmon River until the dead of winter. The way I understand it, so long as Lake Ontario is warmer than the Salmon, most fish have no desire to migrate. Once the lake temperature cools and it gets closer to spawning time, the major migration occurs. This is what guides and tackle shop personnel tell me, and it sounds logical.

Make no mistake about it, the weather in Pulaski is COLD during

the winter and they get lots of snow. This is due to a phenomenon known as the "lake effect," in which Canadian and easterly moving storms pick up moisture from the Great Lakes.

During storm fronts, we often call the Syracuse weather information station before venturing northward. This number is (315) 455-6641. Another handy number is the regional fishing report, (315) 342-5873. Fishing reports can also be obtained by calling Whitaker's Sport Shop, (315) 298-6162; Tony's Salmon Country, (315) 298-6441; Salmon River Sport Shop, (315) 298-4343 and the Steelhead Hot Line, (607) 753-1551. A call to all of these numbers will allow you to come up with an accurate, unbiased picture of what's happening.

We also call the Niagara-Mohawk water release information number (298-6531) when we arise. This tells us whether the water is up or down, and whether there has been a release that night. A release breaks up pools

frozen bank-to-bank, flushes out slush and bring in a fresh run of fish.

As I've already mentioned, steelhead will ascend the Salmon River during high water. The local sport shops all open early and can recommend places to fish. Of course, they also sell licenses, and steelhead rigs and tackle which you usually can't find at local sport shops in this area.

The way you dress can make the difference between an enjoyable trip and a nightmare. My tolerances to frigid water and weather aren't that great, therefore, I dress accordingly. I wear two pairs of longjohns—a pair of polypropylene under a pair of wool—followed by a pair of heavy wool Woolrich trousers. Up above, I wear a wool longjohn top under a wool or chamois cloth shirt and a down jacket. As already mentioned, the shirt is replaced with a hooded sweat shirt when the weatherband radio tells me it will be windy and biting cold. I intend to replace my present down jacket with a hooded one and may do



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away with the hooded sweatshirt in the future. Leave your fashion designer clothes home.

I always wear a warm hat with a peak, and fingerless or full-fingered rag wool gloves. My fingerless gloves are only fingerless at the very fingertips for maximum warmth. The good thing about wool is it continues to offer some warmth, even if it becomes wet. Handwarmers are recommended to defrost the tips of cold fingers.

You will continuously become snagged if you bounce the bottom and have to re-rig with frostbitten fingers. If you use pencil leads instead of split shot, you will find that you become caught less, which in turn means you'll have to re-rig less. Another way to prevent this problem is to fish egg sacs with a bobber in the slower water off the main current. Besides eliminating snags, this is a very effective way to fish.

It is a bad habit to hold your rod between your legs when re-rigging while wading. Your reel can accidentally become wet this close to the water and a wet reel will quickly freeze and put you out of commission.

If you've ever gotten cold feet while fishing, you are guaranteed to get them here. Your feet will get so numb, you won't be able to feel them when you walk out of the water to take a break. I wear waders with insulated boot feet and three pairs of heavy rag wool socks over a pair of cotton or polypropylene. This is the warmest combination I have found. Leave your hip boots at home. They are not as warm as waders and their use increases your chance of getting wet if you lose your footing. Bring along a change of warm clothes just in case you take a spill.

You will see a number of fishermen wearing neoprene stocking-foot waders and wading brogues. A lot of the people who wear them tout their warmth. I tried them and while my legs were warm, my feet were cold. Another disadvantage was that the brogue laces froze, making it difficult to get changed at streamside for the Sunday afternoon trip home. The thing I like most about the neoprenes is that they eliminate the bulky extra clothing which restricts leg movement. My next pair of waders might be the new boot-foot neoprenes which eliminate the need for the wading brogues and look like a happy medium.

Perhaps the most important bit of advice along these lines is to buy waders larger than your normal boot size. Bring the footwear you will use with you, and fit the waders to this. Make sure you have lots of room because if your feet are cramped, circulation will be affected and your feet will get cold easily. My steelheading waders are size #11, whereas my regular trout fishing waders are size #10. The stocking-foot neoprenes I tried were size #12!

Unless you have high tolerances to cold, don't wear uninsulated waders. Also don't wear felt soles. These will

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freeze to the rocks while you are standing on the stream bank. They will also accumulate several inches of snow, making walking difficult.

Your footwear should have rubber soles. Most knowledgeable Salmon River steelheaders wear studded rubber sandals called "Korkers." Others wear rubbers with golf studs. Seeking permanency, my fishing partner glued spiked rubber soles to the bottoms of his wading brogues. While he likes this arrangement, I find the permanent spikes make driving difficult. They also make it harder getting in and out of today's smaller automobiles without accidentally damaging their plastic interiors. I feel the removable sandals or rubbers are more practical.

Drift boat fishing is productive, a good way to learn the river and a practical solution to reasonable comfort in bitter cold weather. You can book trips through any of the local tackle shops. If you bank fish the upper river and want to get thawed out without undressing, or even taking apart your tackle for that matter, the Smoke House in Altmar has hot soup and chili which you can enjoy next to their roaring fish-shaped wood stove. They provide an invaluable service to us winter nuts.

Some words about tackle. First, a graphite spinning reel will feel warmer than a metal one in cold temperatures. A finger trigger for opening the bail is a handy feature and

allows you to fish with full-fingered gloves. A rod having a cork handle, or non-metallic reel seat and locking system, is also warmer and more comfortable. Graphite is the most sensitive rod material as it enables you to detect the lightest of takes. My spinning rod is made from a 9 foot Sage fly rod blank.

The tiptop and guides on your rod should be large enough to deter icing. However, in bitter cold temperatures your guides will freeze, regardless of their size; large ones just take a little longer. De-icing agents like Pam, silicone and windshield wiper antifreeze are supposed to help, but you can't prove it by me. I never see anyone else using them, and this seems to back up my lack of success.

The lighter the line or leader you use, the more hits you will get. This is especially true during low water. I regularly use 4 pound test during low water, and have taken steelhead and rainbows in excess of 15 pounds on this light line. Monofilament appears to become brittle in bitter cold weather and I admit to losing numerous fish to broken knots. My second spool is wound with 6 pound test for high water. Many fishermen use lines which are too heavy. Besides reduced strikes, a heavy line becomes stiff, springy and harder to control in cold weather.

Jim Rusher, proprietor of Whitaker's Sport Shop, is a pioneer in taking large steelhead on light lines.

He often uses 2 and 3 pound test and his results during low water conditions have become legendary. In order to accomplish these feats, Jim ties a shock-absorbing piece of a material called "Power Gum" into his leader. This is a plastic material with resiliency like a rubber band and it absorbs sudden shocks during a fight. My fishing partners and I have adopted Jim's technique, and while it helps prevent light line break-offs, it will not completely eliminate them. If you're interested, stop in and ask Jim for details.

I highly recommend that anyone going north during the winter carry a snow shovel and coffee can of dry sand in his car for obvious reasons. Your trip should be planned, rather than on the spur of the moment, so you don't forget anything. Unlike bygone years, there are now lots of accommodations in the Pulaski area. Nevertheless, I suggest you make a reservation beforehand as it's reassuring to know you have a warm bed waiting for you. It's no fun driving all those tiring hours and then driving around at night, especially during a snowstorm, looking for a place to sleep.

This is winter Salmon River savvy and it contains a lot of helpful information for the neophyte steelheader. It is our routine and was learned the hard way through experience and trial and error. I hope you find it useful.

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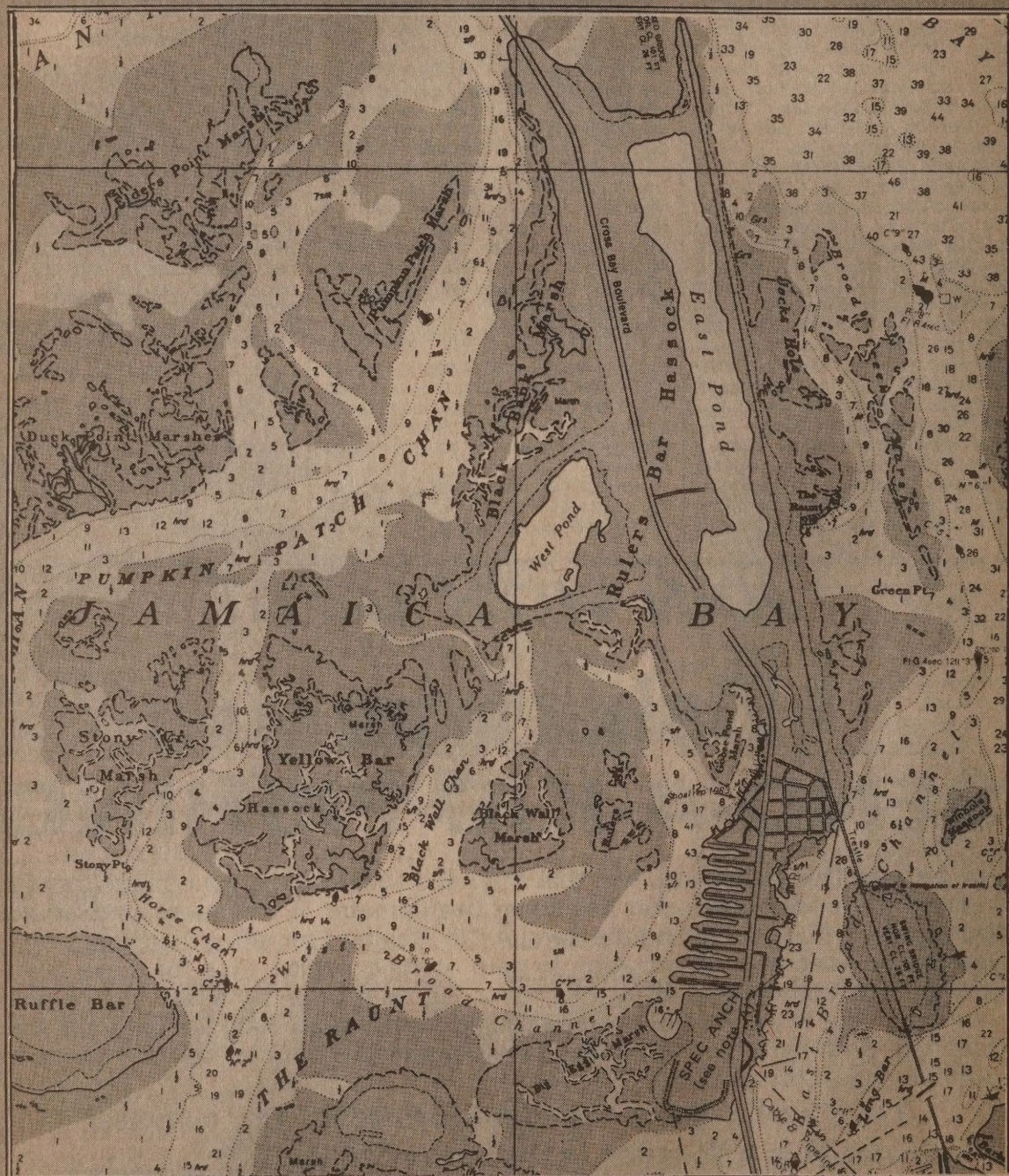
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# High On Flounder

By Vincent Badame



## South Channel Bridge



For all those fishermen who have a soft spot in their heart for Mr. Flounder and have been going stir crazy with cabin fever this winter, I'm going to lay down the early season flattie angling techniques I use when bridge fishing at one of my favorite "Queens-based" bridges.

Two decades ago, the old South Channel Bridge of Broad Channel was one of two (the other being the North Channel span) bridges to fish from. At low tide, holes could be visually located from the bridge and flounder anglers hip to such holes marked them well. Then, like all good things that come to an end, the old South Channel span was demolished and a new structure built. This caused tidal currents to alter so all of the time tested flounder holes disappeared. Many an old-timer's hat came off that day (over a decade ago) when the last pilings from the old span exchanged rights with the newer structure.

I re-investigated the South Channel span's flattie population three years back because of the recent poor fishing of Jamaica Bay's northernmost areas (from Spring Creek, east into Grassy Bay). With the lack of flounder up north in Jamaica Bay, I headed south within the bay. And I'm glad I did!

Being in direct alignment to Rockaway Inlet from where most of the bay's fall flounder migrate, South Channel flatties are migratory by nature and hang around mud bottom from late February through April to feed on the shellfish, worms and shrimp that homestead in the mud. In addition, mud bottom retains the warmth created by those sun rays that pierce the water depths and flounder seeking comfortable water temperatures (of 40 degrees and up) settle in here. Look for flounder over mud bottom and chum to entice hungry flatties over to your baited rigs.

Before discussing the how-to's of bridge flounder angling, let me quickly pen a few lines for those flounder fans with trailered boats.

To launch near the bridge, there is a ramp right off Beach Channel Drive in Rockaway. Driving south on Crossbay Boulevard, cross over the South Channel Bridge (pay toll) and take first right exit off span to reach Beach Channel Drive. Next pass the school and baseball field on your right and slow up, for the launch ramp and parking lot is coming up.

For boatmen working the bridge area, take the span's boat channel east, turn left at the green buoy and then head for the smaller train trestle that crosses the head of Broad Channel. Near the train trestle, the bottom is mostly mud with water depths down to 24 feet. Find where the bottom drops off a bit and chum with crushed mussels plus a chum pot filled with clam belly. The above area harbors a steady population of larger flounder.

The waters adjacent to Winhole Marsh and Silver Hole Marsh are ideal flounder habitat, too. Globbs of

mussels, or a four inch piece of bloodworm on each hook are the preferred baits for big flatties when boat fishing along here.

Now back to bridge fishing. Because anglers can only fish off the span's east side, the last of outgoing water—which heads under the bridge—is desirable to begin your chumming. Before low water's slack, crush handfuls of mussels, or clams if you have them, and drop them straight down from bridge to have the chum drift under, then out the other side of the span. This way, as the tide begins to turn (from under bridge), you chum will now sweep back through your strike zone. Also, having a chum pot lowered to the bottom during incoming water with crushed clams will help encourage flounder to settle into your area.

A word on chum. Bank mussels have been the chum of choice for decades in most flattie situations. But because flounder in this area migrate into South Channel via Rockaway Inlet and the ocean waters beyond, clam chum seems to draw a larger flounder audience. I still use some crushed mussels sprinkled around my chum pot, but without frozen crushed clam blocks thawing in my chum pot, my flatties fishing at South Channel tends to suffer.

One thing about clam chum for floundering. Clam chum takes longer to "wash out" before losing its effectiveness in the pot. Also, crushed clams emit a stronger odor that attracts flounder from far away places.

Another tip I can give aspiring bridge fishermen is to use a lead sash weight (or brick's good too) on a rope to stir things (shrimp and shellfish) up over mud bottom to attract flounder into the vicinity. Dislodging tiny sea life, along with raising mud off bottom, will activate the curious nature of flounder and have them come running. Never fails. Seems like each time I start pounding mud bottom with my sash weight, rod tips begin dancing as flounder latch on to my baited hooks.

Bridge equipment must have some backbone in order to lift flounder top-side. A medium action 7 foot graphite popping rod with matching baitcasting reel (I rely on Garcia 5500C reels) filled with a 20 pound clear monofilament makes hooking and feeling nibbles a breeze. In addition, cranking up double-headers of flounder is a task that this tackle has easily handled in the past.

Rig-wise, two tandem tied #8 bronzed streamer hooks (Mustad #3665A) are attached to a dropper loop and placed two inches above a 3 (or 4) ounce bank sinker. Secure hooks no higher, for flounder are bottom feeders and baited hooks must be at (or on) bottom to be effective. Try a yellow corn bead, or red one, above your hooks when flatties are sluggish about taking your baits.

There will be times where you won't notice fish nibbling your "dead

stick." Here it is best to slowly lift your rod to free your bank sinker from the mud bottom and feel for any extra weight or the slightest jiggle of the rod tip. If either of the above is noted, a sharp snap of your wrist is plenty to sink your hook into a flounder's soft mouth.

When flattie hits aren't forthcoming, try bouncing your rig's sinker three times, let the rig lie still on the bottom a minute and then raise rig slowly, feeling for some kind of response. Repeat the process and intermittently check over your bait for freshness. Washed out bait will catch very few flounder.

In the bait department you can't go wrong by having bloodworms, dyed yellow clam (razor or longnecks) and mussels along. On occasion, flounder may prefer only worm on one tide then switch to a clam feeding mood on the next.

One subject I hinted upon earlier was don't scrimp when baiting your hooks! A three inch piece of worm or clam (slice clam into pennant-shaped pieces) and even two mussels loaded on one hook tends to attract larger flatties. Cover your hook's shank with bait and leave some of it dangling to flutter and entice flounder. Furthermore, when unsure which bait flounder prefer, put a clam bait on one hook and worm on the other. This way, the flounder will tell you which bait they prefer to munch on. Keep using the fish-producing bait until action slows.

While fishing off the South Channel Bridge, anglers under six feet tall will need a milk crate to stand on. This way, the span's safety rail poses no hassles. Although the railing can be a curse to many, the fishing is super and the need of a platform to stand on isn't looked upon as a problem by local bridge specialists.

For our younger flattie anglers on Easter vacation (or on weekends), the kids can take the Q21 Greenline Bus along Woodhaven/Crossbay Boulevard to the South Channel Bridge. Bait and tackle shops dot Crossbay Boulevard; there's one at East 9th Street (Smithy's in Broad Channel) and there's another at the southern foot of the bridge.

In addition to the bait shops, there is a fast food restaurant on the south side (opens at 7AM) that can save waking up the household while you try to catch breakfast at home. Being out in the crisp air at the crack of dawn can wake up an angler's appetite and what better way to put it back to sleep than to trot that ten minute walk over the bridge to a ready made breakfast.

Just two things before signing off. Make sure your fillet knife is sharp! Flounder cleaning is hard to do with a dull blade. And remember, release those tiny sub-eight inch flounder (state law) to grow to adults. Besides getting a chance to spawn once, those tiny flatties you release will, over time, become those pound-plus spring flatties we all seek.



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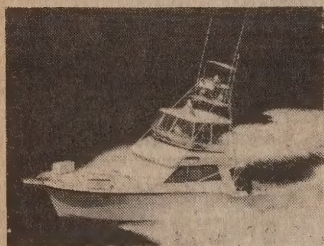
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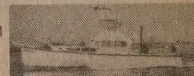
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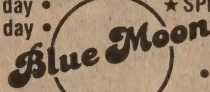
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## East End Report

with Mrs. Lorry Mangan

Although a bit breezy, sunny week-end weather brought out anglers seeking cod or flounder with fine results on both counts. Cod catches from Montauk are reported as the best in many years. Open boats are now sailing daily to accommodate the crowds. Flounder showed up on

schedule in decent numbers in the Quogue Canal.

## MONTAUK

Because this season's cod fishing has been so fantastic, the **Viking Fleet** will now sail daily at 5AM for local cod beginning on Friday. Captain Forsberg suggests calling the office if weather conditions are questionable, since cancellation notices will be put on the answering machine. More than 500 cod were caught on the weekend, approximately 310 on Saturday, 247 on Sunday. While honeymooning in Montauk, Jeff and Pat Barslow paired

up for 14 cod on Saturday; Willie Johnson managed 17 cod. This past weekend, cod were a little larger, averaging 8 to 10 lbs., pool fish were in the high teens. Results of the first Georges Banks trip, scheduled to leave Friday night, will be available next issue.

Captain John DeMaio and a friend encountered a decent pick of cod on Sunday, counting 40 cod caught both on jigs and bait. Captain John noted that cod were caught on all his usual early spots. Call for information on cod charters on the **Vivienne** which sails from the **Montauk Marine Basin**.

While intimidating weather forecasts caused many to remain home on Friday, the eleven anglers who



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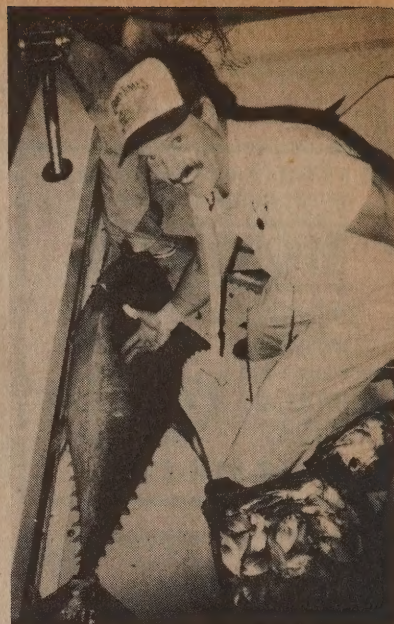
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Joe Basirico with one of many yellowfins caught by himself, Garry Schultz, Paul Basirico and Richie Columbine during a Canyon trip aboard the Montauk based "Sheria II" last September. The tuna ranged from 60 to 150 lbs.

However, a cow of 40 lbs. was caught, but not in the pool. Because of the fine fishing, **Atomic III** will sail daily, beginning Friday. Reservations are necessary.

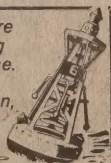
## SOUTH FORK

Many customers traveled to such diverse flounder spots as Old Fort Pond, Heady Creek and Three Mile Harbor loaded with various baits. Unfortunately, no one reported back to **Speck's Bait and Tackle** with their catch, if any. Thom did hear of some fish caught in the Quogue Canal, some as large as 16 inches. Since the Shinnecock locks close at a fishable time this week, we should have a clearer picture of the flounder situation soon. On the local freshwater scene, the Mill Pond at Water Mill has been producing white perch and a few largemouth bass.

Setauket resident Steven Pittas trailed his boat to Quogue on Sunday, accompanied by his sons, 11 year old Dimitri and 14 year old Tommy. The trio returned with 29 flounder, fishing a deep hole west of buoy 54. Mussel chum was used and hooks were baited with red dyed mussels, salted and frozen for the occasion.

On Saturday, since small flounder were the order of the day in the old buoy 7 area, most anglers headed west and located flounder in deep holes near buoy 54. While many small fish were released, anglers counted

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Sen. Cit. Days  
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trekked to Montauk enjoyed fine weather and a catch of 127 codfish on the **King Wayne** on Friday. Steve from Babylon was high hook with 32 cod. A pair of father and son teams returned home with 40. The fish were so accommodating that even Captains King and Vegessi managed 30 cod. The weekend's catch was a little lower, with 60 cod reported on Saturday, 50 on Sunday. Because of the requests for extra fishing days, **King Wayne** will now sail daily; however reservations are a must.

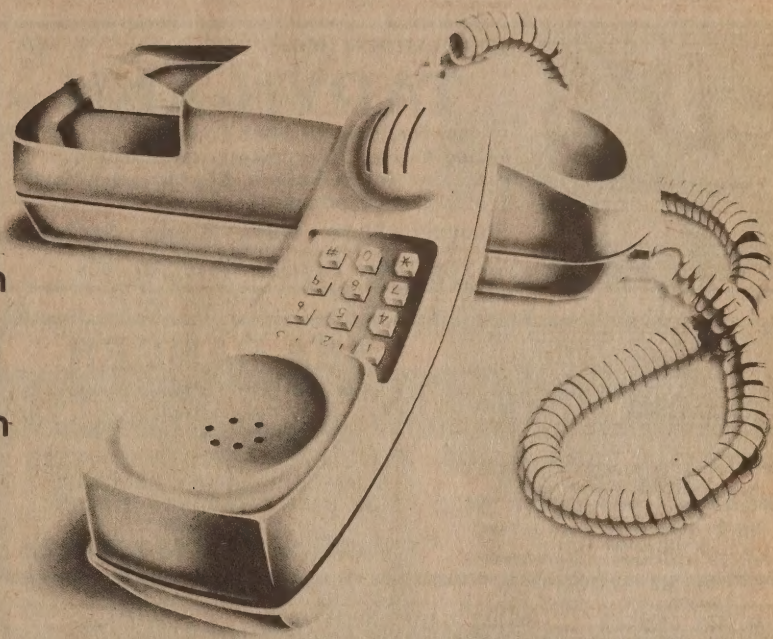
Spring charters are now being scheduled on **Bluefin IV**, with fishing

scheduled to begin the end of March. Call Captain Michael Potts for information.

Despite lumpy sea conditions at the CIA grounds, six customers hauled 120 cod aboard the **Atomic III** according to Captain Charlie Martinez, with two big fish weighing approximately 40 lbs. tying for the pool. Catches included 15 cod to 40 lbs. by Tony (Fish) Muia, 20 cod to 40 lbs. by Joe Salvo and 10 cod by Dan Neckolff. Jim Labriola and his son John combined for 15 cod. The bite was slower on Sunday, since 18 anglers only caught 35 fish. Pool fish was 22 lbs.



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# CAPTREE

two dozen or more per boat, with most flatties weighing in the one pound range, with a few reaching 1½ lbs. Baits included mussels, sand worms, fresh and dyed clams. Heavy chumming was necessary to keep the fish interested.

## South Shore Report

with Fred Golofaro

Flounder fishing in this area got off on the right foot over the weekend as spring-like weather greeted scores of anglers anxious to tangle with the first flatties. The Captree open boat fleet reported a decent opening with catches generally running between 100 to 200 per boat. Moriches anglers trekked to the Quogue Canal for decent flounder catches, but it's also worth noting that buoy 43 in the bay produced some very big flatties on Sunday. Cod did not relinquish the spotlight so easily either. There was good codfishing through the week on offshore wrecks south of Fire Island. Here's how things shaped up in our first real roundup of the season.

## MORICHES BAY & INLET

Captain Ron Schlueter of the Moriches based open boat **Alma** found his best fishing on Saturday and Sunday in the deep holes of the Quogue Canal west of buoy 54. On Saturday's trip, Dottie Thompson nailed 14 flatties, Richie Albers had 11, including a 1¾ lb. pool winner and Shelly Silverberg had 10 fish. According to Lorry Mangan, who was aboard the **Alma**, several other anglers managed from 5 to 6 fish apiece and no one left the boat fishless. Fresh clam and sand worms proved to be the ticket. On Sunday, 19 fares accounted for 100 plus flatties, with the last of the flood producing a good flurry of action west of buoy 54. A brief drop near buoy 43 in the bay produced some very large flounder, according to the skipper.

Highlights of Saturday's trip will be featured on Long Island Fishing with Lorry Mangan on UHF channel 55 at 10:30PM Friday and 10AM Saturday.

A call from Gary Grunseich at **Silly Lily Fishing Station** in East Moriches revealed that the station is geared up and ready to roll for the weekend. According to Gary, his fleet of boats is ready to go and he'll have worms, mussels and clams on hand in the bait department.

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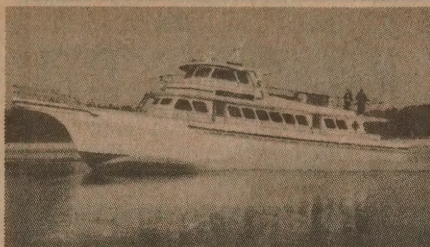
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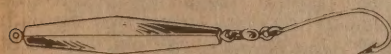


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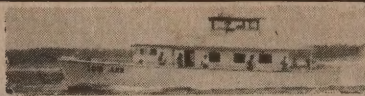
# CAPTREE

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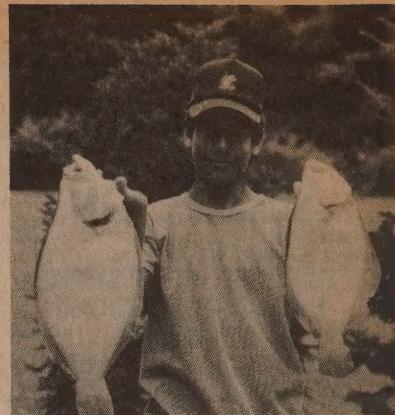
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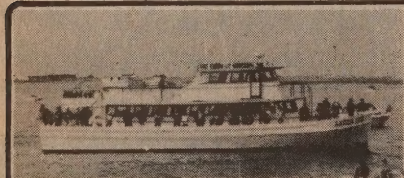
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## GREAT SOUTH BAY/ FIRE ISLAND INLET

From Paul Graniello at J&J Tackle in Patchogue came word of some nice catches of flatties in the Quogue Canal. Locally, the weekend saw the first showing of flatties with clammers and a few private boatmen finding fish off Patchogue and Blue Point.

Most of the Captree fleet could be seen working the east bay as well on Saturday and Sunday.

John DiGiacomo at J&R Sports Center in Oakdale knew that several private boats connected with fair catches of flatties south of Heckscher and Sayville on the weekend. No word on any dock activity nor white perch this week. Several customers trekked off to the Shinnecock Canal but failed to report back with their results.

Curt Delano over at Islander Canvas Bait and Tackle in Oakdale

said that plenty of people stopped in for flounder bait on the weekend but no one reported back. The shop is closed on Sundays until March 20. Curt did see a nice catch of flounder made in the Quogue Canal by one customer on Saturday.

Captain Neil Delaney of the Bay Shore open boat **Laura Lee** was very encouraged by his first attempts at flounder this weekend. On Saturday, 30 fares accounted for 200 flatties, with one woman angler putting away 17. Sunday saw 22 anglers total approximately 150 flounder. Neil noted that these were all good fish, with most falling into the 1 pound class. He added that fresh clams seem to have the edge in the bait department. Fishing on the weekend was done south of Bay Shore, Heckscher and Patchogue. Neil added that the **Laura Lee** is sailing on a daily basis for flatties at 7:30AM.

Over at **Captree Bait and Tackle**, Bobby Sprenger reported plenty of activity at the station on the weekend. Open boat skippers were pleased with not only a good turnout of anglers, but also a decent showing of flounder to get the season under way. Bobby added that a few private boats that stopped by the station did fair jobs on the flatties as well. He also knew of a decent pick of flounder most of last week from the Jones Beach fishing piers, but no reports from local piers or banks. Some guys tried the Overlook Pier and others Oak Beach, but no one reported back.

Captain Rod Westerlind of the open boat **Captain Rod** had decent crowds on both Saturday and Sunday and saw 150 flatties taken Saturday and another 100 taken on Sunday. Fishing was done opposite Sayville and Blue Point with mussels seeming to work best on the fish. Rod noted that the majority of the fish were good sized and expects this week's mild temperatures to make for some good fishing. As an aside, Rod reported water temps of 36 degrees on Saturday and 35 degrees on Sunday, which resulted in the flatties being a bit on the



# High Tide Tables

**How to use tide tables:** To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . -0 50 is listed under "On SANDY HOOK." -0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

| DAY    | SANDY HOOK |       | BREAKWATER HARBOR |       | NEW YORK |       | NEW LONDON |      | WILLETS POINT |       | BRIDGE-PORT |       | NEWPORT |       | DATE |
|--------|------------|-------|-------------------|-------|----------|-------|------------|------|---------------|-------|-------------|-------|---------|-------|------|
|        | AM         | PM    | AM                | PM    | AM       | PM    | AM         | PM   | AM            | PM    | AM          | PM    | AM      | PM    |      |
| THURS. | —          | 12:05 | 12:30             | 12:55 | 12:05    | 12:25 | 1:15       | 1:55 | 2:55          | 3:35  | 3:05        | 3:45  | —       | 12:20 | 3/10 |
| FRI.   | 12:40      | 1:05  | 1:30              | 1:55  | 1:00     | 1:35  | 2:15       | 3:05 | 3:55          | 4:35  | 4:05        | 4:50  | 12:50   | 1:25  | 3/11 |
| SAT.   | 1:45       | 2:20  | 2:40              | 3:10  | 2:10     | 2:55  | 3:25       | 4:15 | 4:55          | 5:45  | 5:15        | 6:00  | 2:00    | 2:35  | 3/12 |
| SUN.   | 3:00       | 3:40  | 3:50              | 4:20  | 3:30     | 4:20  | 4:35       | 5:20 | 6:10          | 7:10  | 6:25        | 7:05  | 3:10    | 3:40  | 3/13 |
| MON.   | 4:15       | 4:50  | 5:00              | 5:30  | 4:50     | 5:25  | 5:40       | 6:20 | 7:30          | 8:30  | 7:30        | 8:05  | 4:15    | 4:40  | 3/14 |
| TUES.  | 5:15       | 5:50  | 6:00              | 6:25  | 5:50     | 6:20  | 6:40       | 7:10 | 8:50          | 9:30  | 8:30        | 9:00  | 5:10    | 5:35  | 3/15 |
| WED.   | 6:10       | 6:35  | 6:55              | 7:20  | 6:45     | 7:10  | 7:35       | 8:00 | 9:50          | 10:20 | 9:30        | 9:55  | 6:00    | 6:25  | 3/16 |
| THURS. | 7:00       | 7:25  | 7:50              | 8:10  | 7:35     | 8:00  | 8:25       | 8:50 | 10:40         | 11:05 | 10:20       | 10:45 | 6:50    | 7:10  | 3/17 |

## On Sandy Hook

|                          |       |
|--------------------------|-------|
| STATEN ISLAND            | +0 27 |
| ATLANTIC HIGHLANDS       | -0 01 |
| Red Bank, Navesink River | +1 48 |
| Long Branch              | -0 34 |
| SHARK RIVER INLET        | -0 18 |
| Shark River Basin        | +0 27 |
| MANASQUAN INLET          | -0 12 |
| Seaside Park             | -0 33 |
| Mantoloking bridge       | +5 34 |
| TOMS RIVER               | +4 37 |
| Waretown                 | +2 33 |
| BARNEGAT LIGHT           | -0 20 |
| Manahawkin Bridge        | +2 33 |
| Beach Haven              | +1 47 |
| LITTLE EGG INLET         | -0 01 |
| Seven Islands            | +0 12 |
| Graveling Point          | +1 05 |
| Mullica River            | +1 55 |
| Grassy Bay               | +1 08 |
| ABSECON INLET            | +0 14 |
| Atlantic City Pier       | -0 26 |
| Great Egg Harbor Inlet   | +0 12 |
| GREAT EGG HARBOR         | +0 44 |
| CORSON INLET             | +0 09 |
| TOWNSENDS INLET          | +0 06 |
| HEREFORD INLET           | +0 02 |
| Grassy Sound Bridge      | +0 45 |
| Cape May Harbor          | -0 02 |
| Rehoboth Beach           | -0 07 |
| INDIAN RIVER INLET       | +0 41 |
| SHINNECOCK INLET         | -0 50 |
| Shinnecock Bay           | +1 25 |
| East Quogue              | +2 45 |
| Shinnecock Canal         | +1 18 |
| Indian Reservation       | +3 05 |
| MORICHES INLET           | -0 56 |
| Smith's Point            | +3 28 |
| Hart's Cove              | +1 30 |
| Pontunk Point            | +3 35 |
| Mastic Beach             | +3 28 |
| FIRE ISLAND INLET        | -0 38 |
| Democrat Point           | -0 38 |
| Coast Guard Station      | -0 19 |
| Fire Island Light        | +0 47 |
| GREAT SOUTH BAY          |       |
| Sayville (Brown Creek)   | +3 39 |
| Heckscher State Park     | +3 20 |
| Bay Shore                | +2 23 |
| Babylon                  | +2 12 |
| Amityville               | +2 21 |
| JONES INLET              | -0 19 |
| Zachs Bay                | +1 25 |
| Seaford Harbor           | +2 05 |
| Freeport Creek           | +0 34 |
| E. ROCKAWAY INLET        | -0 06 |
| Long Beach Bridge        | +0 19 |
| ROCKAWAY INLET           | 0 00  |

|                      |       |
|----------------------|-------|
| Beach Channel Bridge | +0 38 |
| J.F.K. Airport       | +0 26 |

## On Bridgeport

|                              |       |
|------------------------------|-------|
| Lloyd Point                  | +0 08 |
| Cold Spring Harbor           | +0 08 |
| Bayville Bridge              | +0 13 |
| Eatons Neck Point            | +0 03 |
| Northport Bay                | +0 03 |
| Norwalk Islands              | +0 10 |
| Smithtown Bay                | +0 08 |
| Cranes Neck Point            | +0 05 |
| Port Jefferson Hbr. entrance | +0 03 |
| New Haven Harbor             | +0 08 |
| Mount Sinai Harbor           | +0 05 |
| Herod Point                  | -0 07 |
| Mattituck Inlet              | +0 05 |
| Horton Point                 | -0 20 |
| Truman Beach                 | -0 42 |
| Falkner Island               | -0 13 |
| Sachem Head                  | -0 10 |
| Branford Harbor              | -0 07 |
| New Haven Harbor entrance    | -0 08 |
| Milford Harbor               | -0 07 |
| Stratford, Housatonic River  | +0 27 |
| Shelfton, Housatonic River   | +1 36 |
| Black Rock Harbor entrance   | -0 03 |
| Sauguttuck River entrance    | -0 01 |
| South Norwalk                | +0 10 |
| Greens Ledge                 | -0 01 |
| Stamford                     | +0 04 |
| Cos Cob Harbor               | +0 06 |
| Greenwich                    | +0 02 |

## On New London

|                               |       |
|-------------------------------|-------|
| Orient                        | +0 36 |
| Little Gull Is. (Race)        | +0 12 |
| Greenport                     | +1 04 |
| Southold                      | +1 43 |
| New Suffolk                   | +2 26 |
| South Jamesport               | +2 32 |
| Shinnecock Canal              | +2 33 |
| Noyack Bay                    | +2 05 |
| Sag Harbor                    | +0 59 |
| Three Mi. Hbr., Gardiners Bay | +0 21 |
| Promised Land, Napeague Bay   | -0 14 |
| Montauk Inlet                 | -0 25 |
| Montauk Point, north side     | -1 13 |
| Niantic                       | +1 20 |
| Stonington, Fishers Is. Sound | -0 33 |
| Noank, Mystic River ent.      | -0 23 |
| THAMES RIVER                  |       |
| Smith Cove entrance           | -0 01 |
| Norwich                       | +0 12 |
| CONNECTICUT RIVER             |       |
| Saybrook Jetty                | +1 10 |

|                      |       |
|----------------------|-------|
| Lyme, highway bridge | +1 24 |
| Essex                | +1 38 |
| East Haddam          | +2 41 |
| Higginum Creek       | +2 54 |

## On Willets Point

|                  |       |
|------------------|-------|
| Little Neck Bay  | -0 10 |
| Execution Light  | -0 06 |
| Manhasset Bay    | -0 01 |
| Hempstead Harbor | -0 11 |
| City Island      | -0 03 |
| Rye Beach        | -0 28 |
| Port Chester     | -0 09 |
| Mamaroneck       | -0 08 |
| New Rochelle     | -0 24 |
| Dauids Island    | -0 02 |

## On Breakwater Harbor

|                              |       |
|------------------------------|-------|
| CAPE MAY POINT               | -0 10 |
| Miami Beach                  | +0 17 |
| East Pt., Maurice River Cove | +0 53 |
| Egg Island Point             | +0 33 |
| Cape Henlopen                | -0 05 |
| ROOSEVELT INLET              | +0 09 |
| Mispillion River entrance    | +0 33 |

## On New York

|                             |       |
|-----------------------------|-------|
| Jersey City                 | +0 07 |
| George Washington Bridge    | +0 46 |
| Spytten Duyvil, W/RR bridge | +0 58 |
| Ossining                    | +1 53 |
| Peekskill                   | +2 24 |
| West Point                  | +3 16 |
| Newburgh                    | +3 42 |

## On Newport

|                             |       |
|-----------------------------|-------|
| Sakonnet                    | -1 10 |
| Tiverton (between bridges)  | +0 21 |
| Beavertail Point            | -0 02 |
| Prudence Is., Sandy Point   | +1 10 |
| Bristol                     | +1 10 |
| Warren                      | +0 21 |
| Nayatt Point                | +0 12 |
| Pawtucket, Seekonk River    | +0 21 |
| East Greenwich              | +0 16 |
| Wickford                    | +0 12 |
| Narragansett Pier           | -0 08 |
| Point Judith Hbr. of Refuge | -0 07 |
| BLOCK ISLAND                |       |
| Great Salt Pond             | +0 05 |
| Block Island (Old Harbor)   | -0 14 |
| Watch Hill Point            | +0 44 |

## Sunrise/Sunset

| DAY / DATE: | RISE: | SET: |
|-------------|-------|------|
| THU. 3/10   | 6:19  | 6:01 |
| FRI. 3/11   | 6:18  | 6:02 |
| SAT. 3/12   | 6:17  | 6:04 |
| SUN. 3/13   | 6:15  | 6:05 |
| MON. 3/14   | 6:13  | 6:06 |
| TUE. 3/15   | 6:11  | 6:07 |
| WED. 3/16   | 6:10  | 6:08 |

## Moonrise/Moonset

| DAY / DATE: | RISE:   | SET:    |
|-------------|---------|---------|
| THU. 3/10   | 12:30AM | 9:25AM  |
| FRI. 3/11   | 1:35AM  | 10:15AM |
| SAT. 3/12   | 2:40AM  | 11:15AM |
| SUN. 3/13   | 3:35AM  | 12:30PM |
| MON. 3/14   | 4:15AM  | 1:50PM  |
| TUE. 3/15   | 4:55AM  | 3:10PM  |
| WED. 3/16   | 5:25AM  | 4:30PM  |

## Moon Phases

| NEW                                                                                   | 1st Qtr.                                                                              | FULL                                                                                  | Last Qtr.                                                                             |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| 3/18                                                                                  | 3/25                                                                                  | 4/2                                                                                   | 3/11                                                                                  |

## The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however. The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

|        | AM    | Major | Minor | Major |
|--------|-------|-------|-------|-------|
| Thurs. | 10:00 | 3:50  | 10:35 | 4:20  |
| Fri.   | 11:00 | 4:50  | 11:35 | 5:20  |
| Sat.   | 11:55 | 5:45  | —     | 6:20  |
| Sun.   | 12:35 | 6:45  | 12:55 | 7:15  |
| Mon.   | 1:30  | 7:40  | 1:50  | 8:10  |
| Tues.  | 2:25  | 8:35  | 2:45  | 9:00  |
| Wed.   | 3:15  | 9:25  | 3:35  | 9:50  |
| Thurs. | 4:05  | 10:10 | 4:20  | 10:35 |



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sluggish side. A few degrees of water temperature should get them feeding more aggressively.

Captain Carl Passero of the open boat **Miss Captree** said that his season got off to a very promising start on the weekend. Saturday saw 20 fares cull 75 to 80 flatties up to 1 3/4 lbs. on the north side of the bay opposite Sayville and Blue Point. Carl reported 38 degree water temperatures. On Sunday, 20 fares corralled 200 flatties with Marvin Kaplowitz taking high hook honors with 20 fish. Bill and Joe Fretter combined for 25 flatties. Worms, clams and mussels all took fish, though Carl added that the flatties were sluggish in their feeding habits due to the cold water. Forty degrees usually seems to be the magic number for flounder to kick their lethargy.

Captain Charlie Kennedy of the Captree open boat **Captain Joseph II** said that Saturday's first flounder trip of the year saw most fares take anywhere from 3 to 4 to a dozen flatties apiece. Gil Flori was high hook with 14. Charlie labeled Sunday's fishing as a slow pick. He worked mid-bay and the north side from Heckscher to Sayville picking up a few fish every drop. Nice fish are the rule, with just a couple of throwbacks taken each day.

Captain George Tweedy of the Captree open boat, **Captain Scotty 3** reported a very good week with cod, with 50 to 100 fish per trip including some in the 28 to 30 lb. class. Most averaged 7 to 10 lbs. and 3 to 5 lbs. George asked that we remind customers that the boat is headed for the shipyard for regular maintenance, new engines and some general sprucing up.

A call from Captain Gordon Roman of the open boat **Captree Queen II** revealed that his vessel is receiving its finishing touches at the shipyard and will be back at Captree by the end of the week. Gordon will be kicking off the season by sailing daily at 7AM for flounder.

From **Augie's Tackle Shop** in Babylon, Fred Austin noted that flounder fishing seems to be off to a pretty good start with several boats connecting on the weekend. On Sunday, the private boat **Flounder King** had some nice fish at Tobay in the State Channel. Same day, Richie Ferri and his crew aboard **Rum and Coke** had a nice mess of flatties south of Heckscher and Sayville. Another customer stopped to weigh a 2 lb. flounder taken south of Heckscher on Sunday. A few guys tried the local docks, but never did report back with the results of their efforts.

At **Lindenhurst Bait and Tackle**, Mike Andreani looked over an impressive catch of 15 flounder to 1 1/2 lbs. taken on Thursday by John "The Baptist." John worked from the shore at John Burns Park in Massapequa. He used worms. The Lindenhurst docks have been quiet, according to Mike. For boatmen, he did know that some flounder were taken in the



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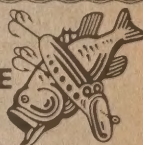
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75' ★ Ultra beamy for stability & comfort ★ Full galley ★ Heated hand rails ★ Large heated cabin  
State of the art electronics ★ Large open sundeck ★ Custom built with the fisherman in mind

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All day on 75' Capt. Lou VI

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Two ½ Day Trips on 65' Capt. Lou V

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Amity Cut on the weekend.

Jimmy Schaefer at **Charlie's Bait and Tackle** in Lindenhurst noted the first decent showing of flounder on the weekend with a couple of catches reported from the state channel and others from east in the bay south of Sayville. Jimmy reminded that the shop is well stocked with all the usual flounder baits.

From **Edelman's** in Farmingdale, Frank Pristera reported a catch of 40 flounder to 2 lbs. taken early last week in the Quogue Canal by Bob Santiago and a friend. More recently, Joe Paradiso and Bill Biscardi aboard the latter's High Hook put away 15 flaties in the Amityville area on Saturday. On Sunday, they found a dozen generally larger fish in the Massapequa area. Frank knew that a couple of private boats ran for cod on the weekend, but had no reports on how they did as he spent Sunday at the New York Sportfishing Forum and Auction.

## West End Report

with Stu Miller

Warmer spring weather is coming on us rapidly and although this past week's fishing inside has not yet come alive, it has certainly started with a show of some flounder being caught, along with herring inside. On the off-shore scene, though a lot of the cod-fishing party boats are in the shipyard for pre-season work, the remaining party boats and private boats that have gotten out during the week and weekend have had decent codfish catches of mostly school fish but with numbers that have been generally satisfactory.

## WEST END BAYS/ JONES INLET

Word out of **Causeway Tackle** in Wantagh is of some flounder caught off the Jones Beach piers at mid-week, fish of mixed sizes, best on mussels. Massapequa Cove yielded some flounder also on mussels. Some very good codfishing said Mike, on open bottom for private boats fishing to the southwest 5 to 8 miles off the beach. Catches varied from 10 to 40 cod a boat, the fish being mostly 3 to 6 lb. schoolies.

Captain Mike Barnett's charter boat **Cod Father** sailed a trip Sunday for the Frank Cussma group with three anglers taking 20 cod at a local wreck and Cholera. All fish were 3 to 10 lbs. with Frank bagging a double. Mike says he expects the spring cod and blackfish to hold up



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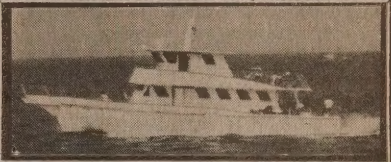
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Fifteen year old Pete Kazlowski was looking for blues aboard his dad's boat, "Thank You" when this 59 lb. yellowfin tuna intervened. It was taken 13 miles south of Jones Inlet. Subscriber photo.



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Green Crabs Included

**6 A.M. DAILY  
PIER V**

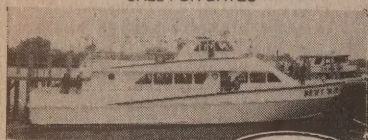
**BLACKFISH  
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Todd Kaplan, left and Gary Kaplan show Gary's 127 lb. thresher shark taken south of Jones Inlet aboard "Expresso" on 8-3-87.

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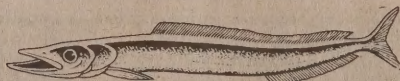
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THE Fisherman



## NEW YORK BIGHT

Captain Al Coley of the **Betty W. IV** had a special cod wreck trip on Sunday to the Coimbra. Sixty-five fares had 150 cod in the 8 to 15 lb. range and pollock running from 10 to 25 lbs., with a 30 lb. pollock walking

well into April, so come on down he says, he's got lots of dates open, and of course, he is also booking for spring flounder.

Captain Mike Danon of the **Captain Lou Fleet** asked us to remind you that his first trips will be sailing Saturday, March 12 and says by that time he expects flounder action to be somewhat lively.

Ronnie at **Sea Isle** knew of flounder being taken this past week off the Jones Beach piers and he also told of a fairly steady catch of herring from the Magnolia Blvd. pier in Long Beach, with herring running 1 to 1½ lbs.

Captain Walt of the **Miss Point Lookout II** in Point Lookout has asked us to remind our readers of the flat-fish persuasion that weather permitting the boat's first trips will sail this Friday.

Skipper Billy Lindroth of the **Captain Al** said that during Tuesday's and Wednesday's codfishing efforts, roughly 40 and 50 cod were taken by fares that day. Forty-five cod was the count on Saturday with Roosevelt Rogers walking off with seven. Fares had 60 cod on Sunday's trip with the ocean lying down as flat as a pancake, with many fares having 3 and 4 fish. Danny Doyle of Howard Beach had 5. Roosevelt Rogers returned again for another 4 cod, while Glen from the Blue Fin had 5 fish and the pool. All this was on wrecks. Please note the boat's new sailing time, 6AM.

Charlie Beckmann at **Beckmann's Tackle** in Lynbrook had customers returning from the Jones Beach piers where they told of satisfactory action on spring flounder, with a lot of 8 to 10 inch fish.



away with the pool. Al says that the boat will be making special cod trips on weekends now and asks that you call for details. See ad.

Captain Butch of the **Zephyr V** which is now sailing everyday told of the 28 cod for Saturday's efforts, along with some scattered blacks and ling. Passengers on Sunday had roughly 18 cod, again with blackfish and ling mixed in. Butch says that better catches are making up now, he sees more life and there's been a definite improvement this past week.

Wee Willie over at **Mike's Tackle Shop**, directly across from the fleet, told of flounder being caught in the Navesink River to the tune of 8 to 10 a man. He also told of fair codfishing at 17 Fathoms, fish 6 to 10 lbs., with blacks and ling mixed in. The wee one said that the shop will have worms and mussels for the weekend.

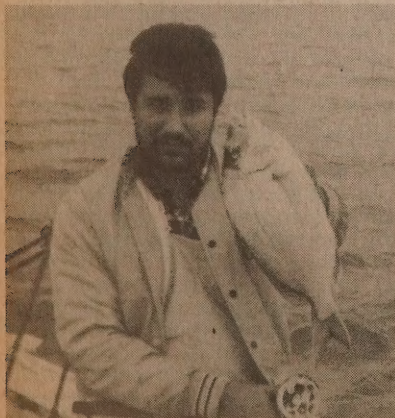
## North Shore Report

with Marty Garrell

Tackle shops were doing a brisk business during the past weekend and the seasonal weather brought anglers out of the deep freeze. However, with Sound water temperatures still well below the magic 39 degree mark, rod and reel reports were mostly second and third hand from a few hardies out on the shores soaking up the sun's rays and catching an occasional post-age stamp flounder.

## WESTERN SOUND

Neither **John's Gun and Tackle** in New Rochelle nor the **Glen Cove Sport**



Chris Kostaras with a huge porgy that was part of a big catch of 2 to 3 lbers. made off of Mattituck back in October. Subscriber photo.

# PORT JEFFERSON

## PORT JEFF ACE

STARTING SAT., MAR. 19th



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Shop were open last Sunday, but the latter will be starting the angling season with a Sunday, March 13, opener. Jack Rumpf at **Jack's Bait and Tackle** on City Island was already selling worms to the rugged individualists fishing the Orchard Beach Lagoon for the first flatties of the season. Rumpf enjoyed some nice fishing for king mackerel in the Florida Keys over the winter with kings averaging 12 to 18 lbs. John Di-Cuffa's best kingfish went 23. Rumpf told us that the City Island party boat fleet will be cranking up for a March 19 opener on the weekend following St. Patric's Day.

## NORTH SHORE MID-ISLAND

Good morning, flounder! The very first report anywhere came from Jerry Cedar at **Huntington Prop** and he assured us that the story was firsthand. Carl Russo actually caught a couple (quite literally) of flounder on the **Tiderunner** in Centerport Harbor. Cedar will have bait at the shop next weekend. He also said that brother Bob enjoyed fishing in Florida where he caught some dolphin and barracuda on a trip this winter. George Valentine at **Four Winds** in Huntington now has worms along with frozen chum, but no firsthand reports from locals. Most of the diehards are going East for their early flounder fishing; however, the commercial clammers have been finding flounder in their rakes for a couple of weeks, so the shallow lagoons should be coming to life before long. Incidentally, Valentine had a fine winter vacation in Hawaii, but found the fishing in the winter to be grossly overrated. He doesn't consider one hit a week while trolling for 8 hours a day very productive. The same for 3 bites a night on bottom fish in 1000 feet of water.

Ilene Fleischmann at the **Green-lawn Sport Shop** said that she and Mel had just returned from a vacation in St. Maartens. Too much wind for any fishing at all. The shop began selling worms and clams this past weekend for the gang fishing off the Centerport Bridge. Seems that a lot of customers are talking about launching boats early this year.

Stan Henschel at the **Rocky Point Fishing Stop** was happy with the non-stop business that's keeping him and Bill Crownover so busy. Billy is turning over reels in about a week on clean and repair jobs, and the shop is selling a lot of worms over the counter to anglers headed for Moriches and the Quogue Canal. Henschel figures that the fishing days for most anglers at Northport are now numbered because the crowds and the disturbance have stimulated police action. Ticketing at \$50 a shot is the norm for those who dare to park on roads around the fishing area, and even the best action

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Mike Arcuik and a friend with a pair of big blacks caught aboard the Orient Point based "Prime Time III" last fall.

on school to teen sized bass isn't worth the tariff. Hentschel informs us that there should be overnight parking permits available for Cedar Beach and Shoreham later this year, however.

## NORTH FORK

Bill Stamatis at Warren's Tackle Center in Aquebogue also figures a week or so to shape up a reel and the shop plans to stock fresh bait by the third week of this month. Rumors of flounder are from the south shore and seem to be all second and third hand.

**Pleasures of the Sea** in Southold will be opening for bait sales around April 1st, although Ace Cottral has tackle in the toy shop this month. The fish market end of the operation will start in May. Cottral tells us that the trap operators on the north fork seem to be cutting way back, although the early flounder in the Sound continue to make up the bulk of commercial catches for the dragners. Trawl catches around Mattituck are already rather good and the pulls from 60 fathoms south of Montauk on porgies and squid have produced some phenomenal catches. It remains to be seen what Sound flatfishing will be available for rod and reel and what supplies of squid will look like in the Peconic Bays this season. It's feared that both will be spotty.

## Freshwater Report

with Tom Schlichter

With the bright sun warming up Long Island's freshwater fishing holes over the weekend, quite a few anglers found time to get out and christen the new season. While fishing was not spectacular in most cases, there were enough catches reported to make us

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believe that following a long winter, the season is really about to get under way.

At Causeway Bait and Tackle, Wantagh, Bobby Turtarello let us know that freshwater fishing in Nassau County is already off to a good start. Anglers working the banks of the Wantagh Twin Lakes have been scoring well with pickerel, perch and crappies. The ticket to this action has been the use of "Spikes," a small grub-like lure. Bobby also noted that several carp were reported over the last week.

From Lindenhurst Bait and Tackle, Mike Andreani reports fishing under way at Southard's Pond. On Tuesday, "Big Y" and Mike Boccio caught and released a pair of bass weighing 1.5 and 3 lbs., and a pickerel of 20 and 22 inches. All four fish fell for Rapalas. Mike added that there is still some fair white perch fishing on the Connetquot River with a few large sea run trout reportedly sighted.

John at J&J Bait and Tackle, Patchogue, offered some encouraging bass fishing news. He relayed word of 6 bass to 6 lbs. taken on Relel lures by Bill Bednarski. Bill took all his fish from Cannon Lake in Patchogue and all were released unharmed. Perch and pickerel have been quite cooperative in Patchogue Lake.

A call from Gil Bergen cued us in on some very good trout fishing inside Connetquot River State Park Preserve. Anglers are catching a mix of brown, rainbow and brook trout with most days seeing a couple of fish in the 3 to 5 lb. class. Right now, a big run of rainbow "salters" is under way with most of these sea run fish measuring 18 to 19 inches. In typical spring fashion, the majority of trout are falling for nymphs or streamers, but Sunday morning witnessed the first midge hatches and a few fish taken on tiny dries.

Just a reminder, while action on the Connetquot has been under way for over a month now, Caleb Smith State Park is still closed. Park Manager Mike Venuti, tells us it will reopen on April 1st.

Warren Gehr of Warren's Archery and Tackle, Selden, asked us to let everyone know that he has plenty of night crawlers in stock. So far this season, there have been no freshwater weigh ins but Warren feels that anglers working Artist Lake should start connecting any day now.

From Mrs. Devlin of The Fisherman's Deli, Riverhead, we learned that Paul Rubenstein, who just moved back into the area after spending a few years in Greenport, reacquainted himself with the Peconic River fish populations on Saturday. Using Mepps Spinners and night crawlers, Paul picked up two pickerel, three bass, a crappie and a pair of white perch.





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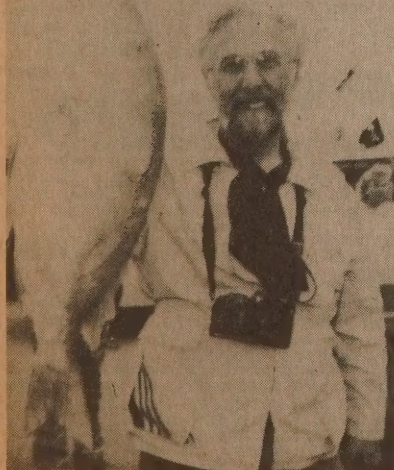
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Newsday outdoor columnist, Nick Karas, shows a 16½ lb. mutton snapper he boated aboard the "Yankee Captains" during a February trip to Key West.



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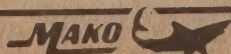
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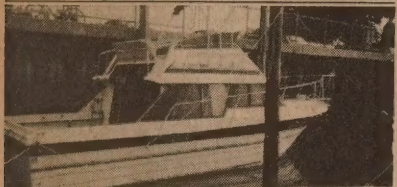
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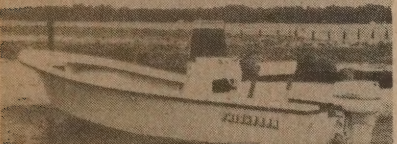
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1982 SEA HAWK 16' Fiberglass CC, 1986 30 hp Evinrude elec. start, oil injected. Low hrs. 2-yr. warranty, 1987 Galv. Highlander trailer. Rod holders, removable fish box. Much more. Mint cond. Ask: \$4200. 718-457-0572.

WELLCRAFT V-20 Cuddy, V6 150 hp Mariner PT&T. New canvas. CG Pkg. Si-Tex recorder, CB. Many extras. Immaculate. Will Demo. \$7800. New boat coming. Eves: 516-432-1537. 516-431-6624.

1985 TOLLYCRAFT 34' convertible, twin FWC, 350 Crusaders, 125 hrs. Generator, A/C. Full encl. & much more. \$125,000. After 7PM: 914-632-4413.



20' PRIVATEER  
LOA 20' 2" BEAM 7' 10"  
PORT OF EGYPT, Southold, 516-765-2445

1983 JC 31' Sportfisherman, V6 71TI Detroit diesel, 23 MPH cruise. 3-station steering, fish hole. Fully equip. With or without electronics. Upper \$70,000s. 203-838-0503.

GRADY WHITE 1984 22' Seafarer Walkaround, 185 hp & 15 hp Johnson O/Bs. 110 hrs. Custom canvas, SW washdown. New dual batt., VHF, Lowrance X15 recorder, Raytheon 550 Loran. Top cond. None better. \$22,500. After 5PM: 516-421-9401.

Custom Bimini Top for 22' Cuddy cabin boat w/frame S/S. One season. \$300 TeleOutrigger poles \$75. Anchors, 2 Fenwick 20 lb. class. 1-yr. old. Mint. \$200. 718-891-5282.

22' NORTH AMERICAN. Good glass hull for commercial or pleasure fishing. 1986 200 hp Black Max Mercury O/B-used only 2 months. Si-Tex Loran, 2 Furuno recorders, VHF radio. Ask: \$8000. Jason: 516-668-3763.

1984 BOSTON WHALER 17' Montauk, 1988 90 hp Merc. 200 hrs. Trailer, 1987 electronics. Loaded. Boat & accessories extra mint. Ask: \$13,500. Days: 516-FR 8-0908. Eves ? Wknds: 516-665-5698.

#### GRADY WHITES

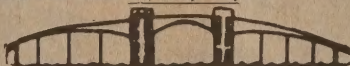
1979 Grady White Chesapeake 21' 2", 260 hp, OMC I/O-\$11,800  
1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-\$4750  
1981 Grady White 204 Fisherman 20' 4" 82 140 hp. Loaded-\$8900. Like new.  
1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-\$12,950.

#### PRIVATEERS

1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-\$6950  
1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-\$9900  
1979 Privateer Roamer 20' 2" center console w/new Johnson 120 hp-\$8995  
1983 Privateer 21' 6" center console Volvo I/O 125 hp-\$11,500  
1985 21' 6" Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

#### OTHER USED BOATS

1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-\$3995  
1985 Pro-Line 20' 6" center console. Springfield bracket. Closed transom 140 hp Evinrude 1+2 extend protection to 89. Loaded boat. Inquire  
1979 Stricker 26' Volvo TAMD 40, radar, Loran, VHF, Si-Tex paper rec. W/L Helm chair, King 4060 color video DF, T-top. Inquire



EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

1986 27' BLACKFIN Fisherman, T-200 C.R. Yamahas, T-top, tabs, Loran, color recorder & more-\$59,500

1982 25' Mako T-150 Evinrudes, 1/2 tower, riggers, Si-Tex 787, Mecca colormatic-\$24,800.

1986 25' Tiara 2550 T-140 Johnsons 1987, VRO, Icom VHF, Furuno Loran & white line recorder, T-top. Mint. Save thousands-\$34,800.

1983 25' Blackfin Combi T-175 Johnsons, Si-Tex Loran & recorder, riggers. Land storage since new. Triple axle trailer-\$36,800.

1987 25' Grady White Sailfish T-175 Johnsons, hardtop, Furuno radar, Icom VHF, Raytheon V800 recording DF, Northstar 800 Loran, tabs, pulpit. Like new-\$49,800.

CORRIGAN'S YACHT YARD, H. Bays, LI; 516-728-4189.

## Alura 30



SPORTFISH Cruiser 30' by Luhrs. Full keel design. 6' 4" cabin w/galley & head. Huge cockpit. Introductory special \$41,350 w/240 hp. FOB. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1986 ALBIN Sport 27, Large cockpit, head, galley, dinette. Sleeps 3. 100 hp diesel, cruise 11-12 kt. Very economical. Radar, Loran, color video, 5" recorder, temp. gauge, 2VHFs. Ask: \$42,500. 914-423-3595.

AQUASPORT 246 CCP 1981. Bought new in 1983. Like new & loaded. 225 hp Merc O/B. Low hrs. Icom M80, Lowrance chart recorder, depth finder, compass, dual batt., live well. Custom T-top. Custom canvas. Outriggers; plus many extras. \$14,900. 212-549-3700. Eves: 914-779-2396. Ask for Matt.

23' MAKO 1986 225 Evinrude. \$11,800. 1977 18' Thompson Walk-thru '77, 140 hp Johnson & 77 trailer & canvas. \$4400. 115 Mercury O/B. \$850. 516-226-3620.

13' SUNFISH, new sail, mast, daggerboard & rudder. \$600. 516-698-7981.

1986 AQUASPORT 270 Sportfisherman. Loaded, tower to chair. Low hrs. on twin 230 FWC Mercruisers. Replacement \$80,000+. For Sale: \$63,500. Eves: 516-283-6150.

17' MC KEE CRAFT, 18 gal. built-in tank. 90 hp Evinrude 1985, tilt & trim. Si-Tex paper machine, VHF radio, Ritchie compass. Full canvas & cushions. Ask: \$3800. After 5PM: 516-889-1040.

AQUASPORT 1985 29' Express Fisherman, T260 hp Mercruiser FWC, 1/2 tower w/rocket launcher & encl. Outriggers, 2 pr. rod holders. Dockside power, hot water. Combo stove, halon sys., Synchronizer. FD anchor windlass w/300' line. FW washdown. Safety pkg. & more. \$59,995. 298-4020.

1976 AQUASPORT 17' Center Console, 1984 90 hp Mercury, power trim & tilt, SS Prop, 1985 7 1/2 hp Merc. Aux. Cox trailer. Spray hood, dual batt. & switch, P.S.I., compass, tach. Garaged. \$8000. Days: 516-226-9030. Eves: 842-4169.

STEIGER CRAFT 1987 25' Block Islander, 271 hp Volvo Duo Prop, teak pulpit & extended bow rail, 2 pr S/S rod holders, cockpit bolsters, stern jump seats, Vista View canvas. Outriggers. Ready to fish. \$25,900. 298-4020.



25' C-HAWK w/Cuddy, SS rail, 96 gal. fuel tank, 1988 150 hp Suzuki, SS prop. Windshield wipers, bilge pump, 4 rod holders. CG Pkg. FOB. \$19,300. Financing avail. 17'-25' Center Console also avail. JENSEN MARINE, Copiague, NY; 516-226-9739.

GRADY WHITE Trophy 25' 1983, twin 150 Evinrude O/Bs. Trim tabs, Loran, depth finder, water temp, VHF radio, gin pole, new plastic, 223 gal. fuel. SW washdown, live well & F/W sink. Dual batt. w/switches. Full instrumentation. Ultimate fishing boat. \$38,500. Eves after 6PM: 718-268-0438. Days: 1-718-463-7160.

1987 20' ANGLER W/A Cuddy, 150 hp Yamaha O/B. VHF. DF. Low hrs. Extras. 718-261-9459.

GM 350 c.i. FWC, 240 hrs. 2:1 trans. Complete. Runs perfect. \$2000. 718-478-3542.

## SUZUKI

Super Sale! 150 & 200 hp V6s w/SS Props. First w/oil injection. 2-200 hrs. Also in stock. JENSEN MARINE, 516-226-9739.

1987 STAMAS 19' center console, full instrumentation, dual batt. w/selector switch, 1987 Mariner 135 hp O/B w/pwr trim, S/S prop. 1987 Shorelander trailer w/elec. winch, spare tire, trailer jack. All w/extended warranties. \$15,500. 516-731-1601.

28' NAUSET, Downeaster 1979. 1986 240 hp Perkins diesel w/trans. 350 hrs. Radar, auto pilot, 2 Loras, 2 VHF, 2 depth/fishfinders. Temp gauge, Halon sys., flight chair. Tackle Locker, V berth, head & more. Excl. sport fishing boat. \$45,000. 201-928-9471.

1986 SEA OX 23' Walkaround cuddy, 200 Yamaha on bracket. Hardtop w/full encl. Outriggers, trim tabs. Live bait well, dual batt., electronics. Ask: \$24,995. 718-847-0276.

GRADY WHITE 1985 24' Offshore, 230 hp Mercruiser, full canvas & custom winter cover, SW washdown, Dyeck seawater temp. Loran X15, digital DF, CB, dual batt., compass. CG Pkg. \$23,995. 298-4020.

AQUASPORT 1987 25' center console, 1988 200 hp Yamaha. New. \$21,777. 298-4020.

JORGENSEN Skiff, 27', 225 hp FWC. Loran, VHF, CB. Offshore equip. Ask: \$4500. 516-581-4560.

50' PARTY BOAT, 44 Pass. Full walkaround. All new electronics. Many extras. January dry dock hull inspection. Sacrifice: \$22,000. 516-924-9256.

USED & Remanufactured Parts & Motors. Lower units, power packs, starters, crankshafts, props, etc. KELLY'S OUTBOARD WORLD, 516-567-3417.

2 MERCURISER 305 c.i. I/O. Exhaust risers. Used; in very good cond. \$100. After 6PM: 718-932-5212.

GRADY WHITE 25' 1982 Wahoo, hard top. 255 hp FWC Mercruiser I/B. Loran, VHF, depthfinder, plus much more. PORT OF EGYPT, Southold, 516-765-2445.

Continued  
On Next Page



**PENN YAN 26'** 1981 26SF Flybridge, twin 235 hp Merc. I/Os. Bimini w/enclosure. VHF, depthfinder, fume detector, Halon sys., 4 batt., powerwinch, etc. **PORT OF EGYPT, 516-765-2445.**

**25' 1983 WELLCRAFT 260 hp** Mercruiser I/O. Ship-to-shore power. Walkaround; full swim platform. Sleeps 4. Full galley. VHF, depth recorder & much more. \$18,000. Tony: 212-792-5467.

**CHRIS CRAFT 25' Tourn. Fish.** Twin V8, new in '84. Bimini, tabs, VHF, Loran, riggers. Much more. Safe, dependable, fast. \$14,000. For more info, Eves & Wknds: 516-957-9531.

#### MERCURY OUTBOARDS

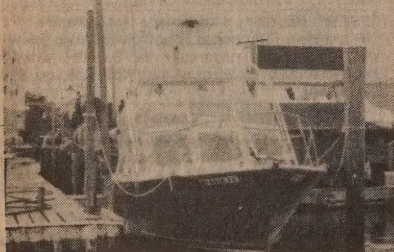
**YEAR END Clearance** on all 1987 motors at below wholesale prices. 2 hp-220 hp in stock. **BAYVILLE MARINE, 516-628-8686.**

**1984 24' PRIVATEER** Chesapeake cabin, 305 Mercruiser I/O. Full electronics. Shoreline trailer. Loaded. \$19,000. 914-632-1627.

**GRADY WHITE 230 Gulfstream 1987,** twin 150 Mercury O/Bs. Only 60 hrs. 3-yr. warranty on hull & motors. Hardtop w/radio box & rocket launcher. Trim tabs, hyd. steering, outriggers. Full canvas & full gauge pkg. Loran, VHF, CB, sea temp & computer graph recorder. Dual batt. w/switches, fuel filters & Ritchie navigator compass. SW wash-down, live well & F/W sink, 12 cabin rod holders & double bunks. Too much to mention. Dream boat for offshore fisherman. Priced to sell quickly in the mid-upper \$30s. John, Eves. for appt. & test ride: 516-499-2288.

**1987 BAHAM Sportfish 28'** Canyon rigged. 11' beam, flybridge, twin 220 hp FWC. 15 hrs. on motors. Turn Key operation. \$39,990. 516-842-2255.

**22' SISU Bass Boat,** 115 Evinrude. Low hrs. Bimini top w/full side curtains. Aux. 12 gal. gas. \$7500. Eves: 516-698-2326.



**27' OLSEN, 255 Ford.** Rebuilt '86. Stern controls, Loran, VHF, temp. Outriggers, tower. 140 gal. fuel. Economical. Ideal boat inshore/offshore. \$10,000. Days: 516-288-9126. Eves: 728-0895.

**31' COLUMBIA II.** Twin CM655 TW diesels. Cruise 25 MPH. 15 gal. per hr. Loran, VHF, sea temp, CB, radar, constavolt. Fight chair, gin pole. Lee riggers w/spreaders. Teak cockpit & pulpit. Custom interior. \$59,900. Dasy: 516-737-0505.

**1987 SEAWAY 20'** center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depthfinder. Compl. inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: \$20,000. 201-534-5057.



**26' SEA SKIFF,** Offshore, Groverbuilt. 6 cyl. diesel. Original owner. Fully equip. for offshore. All electronics. Ready to sail. \$23,000. Wknd. & Eves: 516-781-4575.

**BLACKFIN 24'** center console, 350 Crusader FWC. Outriggers, VHF, CB, 2 depth finders. Excl. cond. \$18,000. 516-378-4621.

**SEA RAY 26'** 1984 Sundance, 260 Merc. Head, galley, free drop windlass. Swim platform, trim tabs. \$25,000. 516-242-7135.

**26' GROVERBUILT 1978,** 120 hp Ford diesel, 2000 hrs. Loran, fathometer, VHF. Numerous builder options. Owner moving. \$11,000. 718-238-8219.

**GRADY WHITE 87 Tournament 19'.** Full canvas, DF, VHF, compass, 2 new batt. All lines & equipment. 87 Yamaha 115 hp. S/S prop, 87 galv. Shoreline trailer w/brakes. Electric winch, spare tire. Less than 20 hrs. Mint cond. \$18,000. 516-752-0816.



**STEIGER CRAFT 23'** Chesapeake. 1988 show model. Immediate avail. Extended hardtop, custom show options. 175 hp Evinrude. Compl. Pkg-\$25,900. Contact **WHITE WATER MARINE, 567-4040/589-2502.** Many other show specials.

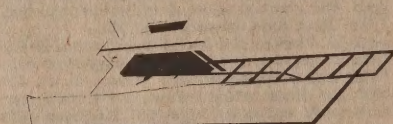
**MAKO 28.5** Twin loaded power, etc. 84-86-87. Bristol cond. Tremendous selection for delivery from 17'. **DENNIS NELL & CO., 516-924-6295.**

**LEHMAN Diesels:** Pair, FWC. Low hrs. 120 hp, each w/trans. & reduction gears. Excl. cond. Will Demo. \$5500. 516-475-8129.



**TIARA Pursuit 2500** cuddy, twin 1984 Johnson 150s, VRO, VHF, Loran. Stereo, recorder. Wash-down, canvas. Ready to fish. A great boat. \$24,000. 516-546-1901.

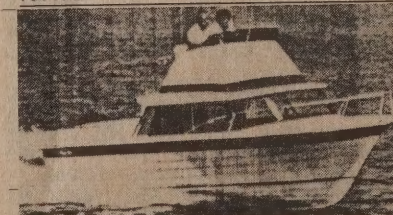
**75 FORMULA 26'** Sportsman, 10' beam. Reblocked 85, T.R.S. O/O, elec. hd., galley, stereo, electronics, more. \$16,500. 516-868-6489.



**STINGRAY 42'** 1988 Sportfisherman. Incl: Twin Caterpillar 3208TA, 375 hp ea. 32,000 BTU AC w/reverse cycle heating. 8 KW Northern Lights generator, recessed trim tabs. Batt. charger, refrig., freezer, stove, oven. Live bait well. Custom interiors. Much more. \$199,900. 516-242-7135.

**1983 CHRIS CRAFT 21',** Scorpion w/cuddy cabin, 175 hp Volvo FWC I/O. Lowrance X15 chart recorder & Horizon VHF. Porta-Potti, 2 Penn Fathom-master downriggers, Ritchie compass. Full CG Pkg. \$9500. 516-643-2059.

**235 hp JOHNSON 1979.** Good condition. Low hrs. 2 Props. \$750. Eves: 718-723-5832. Days: 516-764-7712.



#### FOR SALE:

**1981 PENN YAN 23'.** Flybridge, tunnel drive, 9 1/2' beam. 255 hp Chrysler Marine. Sink, stove, ice box, head. Trim tabs, outriggers, fish finder, depthfinder, VHF radio. All accessories. Docksides. \$17,500. 516-581-2037.



**BERTRAM 25 FBSF.** New I/Bs. 1984 twin V8 FWC. '67 hull in excl. cond. Loaded for offshore. All new electronics. Must sell! Offers. Days: 212-709-6630. Eves: 718-634-4075.

## BOATING EQUIP.

**19-22 5000 lb. EZ Loader Galv. Tandem Trailer.** New axles & hubs. \$1195. Days: 914-738-1900. Eves: 914-725-5177.

**PROPS:** 22x22 Nibral 1 3/4 shaft R.H.-\$395; 22x22 Federal 1 3/4 shaft L.H.-\$365. Reconditioned. Balanced. Eves: 516-661-5593.

**TUNA TOWER,** Pipewelders, radar platform, Bimini, quartz lights, steering. Fits 11'-15' beam. Fight chair w/footrest. Dys: 516-226-9688.

**LEE Fight Chair** complete w/cushions, cover, 2 rod holders, 2 gimballs, 2 stanchions. 914-633-9134

**OUTRIGGERS:** Pompanette bridge mount 2' stainless pole holders. Poles 22' aluminum. \$450. 212-222-3325.

**QUICKSILVER Stainless Steel Propellers.** Two 14" diameter X 19" pitch wheels. Used only once. Fits Merc V6 O/Bs or Mercruiser stern drives. Original cost-\$660; will sacrifice at \$475. John, Eves: 516-499-2288.

**BOAT TRAILERS:** EZ Loader. All sizes in stock. Immediate Del. Priced right. Trailer hitches installed. **SEAHORSE TRAILER, Glen Head, NY. 516-676-5313.**

**NEW Twin Disc Marine Trans.** MG502 1.54x 1 ratio. \$1000. 718-891-5282.

**BOAT TRAILERS FOR RENT:** Single & Tandem Axle. Daily, weekly, monthly rates. Temporary & permanent hitches for sale or rent. **BARN TRAILER SERVICE, 57-05 B'way, Woodside, NY. 718-426-7039.**

**COMPASSES—COMPASSES—COMPASSES** Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. **JENS JACOBS NAUTICAL SERVICE, 516-757-7169.**

**2 MERCUISER Props,** 120, 140, 470 hp. \$90. 1 OMC 14x14. \$70. All excl. cond. W: 914-834-4428.

**BOAT TRAILER 1973 TeeNee.** New tire & springs. Good for 14' boat. \$100. 516-541-2088.

**TWIN CHRIS CRAFT 350 engines.** Plus transmissions, new heat exchanger. \$1500. Eves: 516-298-5510.

**20% OFF All OMC, Evinrude & Johnson** propellers. **BURCK, City Island, NY; 212-885-1559.**

**CUSTOM MARINE WOODWORK.** No job too small: tackle lockers, instrument enclosures, consoles, bow pulpits, etc. Interior & exterior repairs & restorations. **CUSTOM MARINE CARPENTRY, 516-623-1639.**

**RADAR, Loran, autopilots, VHF, SSB, fish** recorders. Sales & Service most major brands. Custom installations. **MARITIME COMMUNICATIONS INC., 377 Woodcleft Av, Freeport, NY; 516-623-4421.**



#### FOR CENTER CONSOLE BOATS

Why get soaked? Protect yourself & your electronics for less than \$2000. **THE WEATHER BEATER, Box 7193, Garden City, NY 11530; 516-226-0496.**

**FURUNO 1700 Radar.** Like new condition. Will Demo. \$1475. Eves: 516-661-5593.



## MISCELLANEOUS

**LORAN Numbers** for 60 of the area's hottest wrecks, reefs & fishing spots are avail. on a 4"x5 1/2" fully laminated card which is waterproof, durable & compact. Simply send \$5 to: DE MAPO ENTERPRISES, 1204 Ave. U, Suite 1231, Brooklyn, NY 11229.

**BROTHERS BOAT CLEANING SERVICE**  
Washing, waxing, interior, exterior. Weekly, monthly, seasonal. Bottom painting. Spring, summer & fall services. Power washing, teak cleaning. Winterization; shrink wrapping. For free estimates, call the professionals. Tom or Phil: 516-265-0265.

**NORCOLD DE-400A** dual voltage refrigerator/freezer. 117 volts AC & 12 volts DC. Works like new. \$225. 516-653-6966.

**BOAT CANVAS** Resewn, replace zipper, snaps, windows. Boat Upholstery; 29 years experience. Dan: 516-666-3326.

**WANTED:** Serious offshore fisherman to fish tournaments & weekend with 2 others on fast 34' CC. Share expenses. Wantagh. 783-7085.

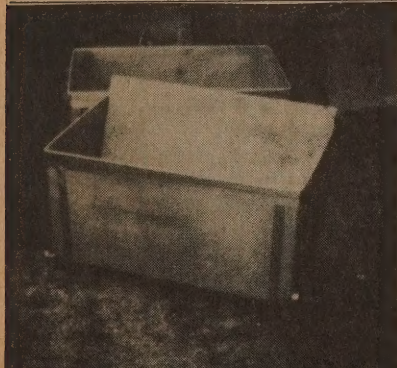
**SURF FISHING GUIDE & TUTOR**  
NOW BOOKING FOR 1988 SEASON  
Personalized Surf Fishing Instruction with Fisherman Editor & Surf Fishing columnist, Fred Golofaro. North & South Shores; Montauk. One or two anglers/day & night trips. All tackle supplied. 516-581-0077.

**HELP WANTED:** 2nd Mate. Male or Female. Open Boat "Laura Lee," Bay Shore. Full time. 516-661-1867.

Catch More Fish than ever before! Stainless steel mini-chum pot, attached directly to your terminal tackle. Lets out a chum slick just inches away from your hooks; draws the fish to you instead of the man next to you. Holds & slowly releases any ground up fish, clam, mussel chum. Will last you a lifetime. The Ideal Secret Weapon. Send \$9.95 + \$1 p/h to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

**BOAT CARPET KITS.** Do it yourself. Buy direct. Free brochure/sample. Prestige-118, 1802 Murray Ave., Dalton, GA 30721. Dealer inquiries welcome.

**BOAT CLEANING:** Washing, waxing, interior & exterior cleaning. All types of cleaning service. Weekly, monthly, seasonal rates. Special spring open-up service. Call for free estimates. LIKE NEW BOAT CLEANING, Richie: 516-826-3699.



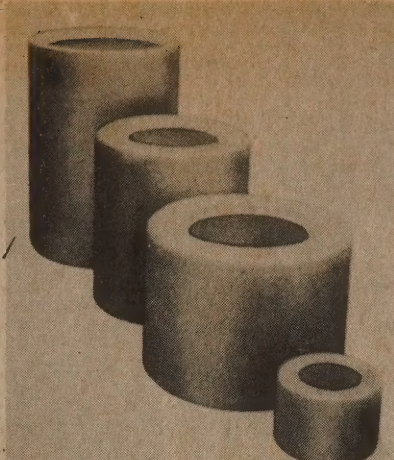
**STAINLESS STEEL TUBS** w/removable S/S drain board & side drain plug. 40"L x 30"W x 24"D. \$250 ea. Call Chico at 516-242-7523.

**DEALERS WANTED**  
Dealers wanted to sell Charlie Graves saltwater chrome fishing lures. Eves: 516-796-6304.

**FIGHTING CHAIRS:** Let us refinish your old chair. New chairs are also available. CUSTOM MARINI WOOD PRODUCTS CO., 516-567-7233.

**HELP WANTED:** Seasonal work, March 15-Oct. 1st. Route driver for wholesale bait delivery. Ideal for semi-retired. Salary & days flexible. REGAL MARINE PRODUCTS, 516-385-8284.

**MOTORS "R" US**  
**MOBILE MARINE SERVICE:** Mercruiser; OMC stern drives; Merc O/B; Evinrude & Johnson O/B. Repower, rebuild. Tune-ups, winterizing, shrink wrapping. 516-588-8024.



**LIVE BAIT WELLS, pumps & accessories.** For free brochure, send \$.25 p/h. THE CADDY CO., 57 Bayonne Av, Dept. E, Central Islip, NY 11722; 516-234-0144.

## SALES OPPORTUNITY

Large, full service yacht dealership & marina located in Montauk Pt., LI seeks an experienced sales person. Knowledge of sport fishing & large sport fishing yachts essential. This is an excellent opportunity for the right individual. 516-668-5052.

**FULLY LICENSED CAPTAIN:** Available for water deliveries, boat handling & navigation instructions & trips. 516-795-4498.

**FISHING FOR TROUT:** 112 pp. w/tips on spinning, fly casting, trolling & drift fishing for trout. Info on steelheads, lakies, sea run trout, browns, brookies & rainbow; bait rigs, lures, fly hatches. By Andy Gennaro. \$4.95 + \$1 shipping. THE FISHERMAN LIBRARY, 1622 Beaver Dam Rd., Pt. Pleasant, NJ 08742.

**MERCURISER** Sterndrives repaired & overhauled. Rebuilt outdrives for sale. Trim cylinders rebuilt. HIGHLAND MARINE, 516-587-7567.

**WANTED:** Fisherman to share expenses. Boat at Montauk. Spring fishing, cod, flounder, etc. 226-4586.

**FISH IDENTIFICATION CHART** shows 42 saltwater species native to our North Atlantic coast. Lithographed in beautiful lifelike color on heavy coated stock. 30"x48". Suitable for framing. Satisfaction guaranteed. Send ck or M.O. for \$13.95 + \$1.75 p/h to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

**CATCH MORE FISH**—with superior designed saltwater rigs. Send for free catalog now! HUDSON TACKLE, Dept. I, PO Box 437, Kearny NJ 07032.

**EMPLOYMENT OPPORTUNITY:** Licensed Captain, 100 ton inland license required to operate a 45 passenger Ferry on Great South Bay. Days, 10-4, Mon.-Fri.: 286-0327.

**INSURANCE** Boat, home. Low rates. Immed. coverage. Phone quotes. ROYAL BKG., Hauppauge, Jericho, W. Islip. 435-1666.

**HOUSE PAINTING:** Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

**SERIOUS Brooklyn Fisherman** seeking same with transportation to fish various areas: Sheephead Bay, Captree, Montauk, etc. Will share expenses. 718-435-0979. Leave message.

## FISHING TACKLE

**EXPERT Rod & Reel Repairs** now at 20% off w/this Ad. LINDENHURST BAIT & TACKLE, 281 E. Montauk Hwy, Lindenhurst, NY; 226-9030.

**MUSTAD HOOKS**  
and other fine tackle at sensible prices. Free catalog. TERMINAL TACKLE CO., Box 427, Kinns Park, NY 11754.

**MUST SELL—SACRIFICE:** Custom rods, reels, gaffs, chairs. Big game lures. Boating equipment. 718-357-9854.

**NEW PENN 80W w/rod**—\$490. New 130 Sea Isle rod—\$250; 50W w/rod—\$275. Various Penn Senators & custom rods. All new or hardly used. Gott 120 cooler—\$80. 516-541-2088.

**2 PENN 50 International reels** w/Fenwick rods. Mint. After 6PM: 516-681-2517.

**FISHING TACKLE** Garage Sale on Jersey Shore. New & used rods, reels, line, lures, accessories, tackle boxes, electronics, etc. Sat., March 19th, 9-3; Sunday, March 20th, 10-2. 201-223-5729.

**FREE CATALOG** Handmade Lures, rigs, components. Finest quality bottom rigs. 8/\$5. Flounder, blackfish, whiting, ling, sea bass, porgy, cod, killer fluke. You may assort. MOUNTAINTOP TACKLE, #66LI, Eden, VT 05652.

**FOR SALE:** Machine Wound Fishhooks business. No accounts; retired. \$4000. 718-465-4062.

## REAL ESTATE

**RENT FLORIDA KEYS** Condo, Duck Key, 2BR, 2Bth. Fully equip. Week or month. Bus: 516-284-2202. Home: 516-598-1569.

**MONTAUK:** Beautiful cottages for Rent on the cliffs overlooking Ft. Pond Bay. In-between Harbor & town. Daily; weekly. 516-668-2071.

**VACATION AT GULF OF MEXICO** Hideaway waterfront home on Captiva Isl., FL. 3BR, 2Bth, deck, Jacuzzi. All amenities. Sleeps 8. Fishing, birding, shelling. Wk/month. Milton Berger, MD: 212-288-2297.

**APARTMENT AVAIL.**—Greenwich Village, Manhattan. 1BR. \$650/month. Tom: 212-688-1080.

**JENSEN BEACH,** Hutchinson Isl., Stuart, FL. 1BR Condo on the ocean. Rent direct from owner, save 40% of rental program rates. Summer rates in effect May-Nov. Pictures of everything. Eves: 516-789-5555.

## BEACH BUGGIES

**1966 INTERNATIONAL** Step Van: 18', 4-wheel drive. Sleeps 3. 200 qt. front mounted cooler. Needs battery. \$2000. After 6PM: 516-273-0960.

**1984 FORD Bronco,** 302 V8. Bench seat, PB, PS, AC. Midnight Blue/Charcoal Grey. High mileage but well maintained by dealer. Excl. cond. \$7800. 516-581-0077 after 7:30PM or Wknds.

**The Ultimate Beach Buggy:** Aluminum step van camper, w/refrigerator, freezer, bath, 45 gal. FW, stereo, CB. Must sell. \$3850. 516-728-2797.

## Learn the Secrets of the Pros!

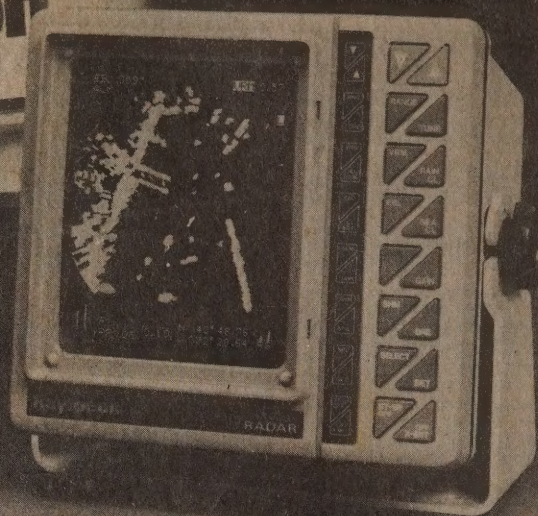
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# Raytheon



## Raytheon makes big news with a remarkable small boat radar.

### *Not very* First the bad news.

To bring the added convenience and safety of radar navigation to trailer boats, center consoles, day sailers, and such, we made the R10 Radome Antenna exceptionally small. Only 17.7" x 8.9" and 12.1 lbs, to be exact. At this size we had to accept a 6° horizontal beam width. That's a law of physics. Not a Raytheon choice. The result is a slight reduction in long-range definition, when compared to our larger radars.

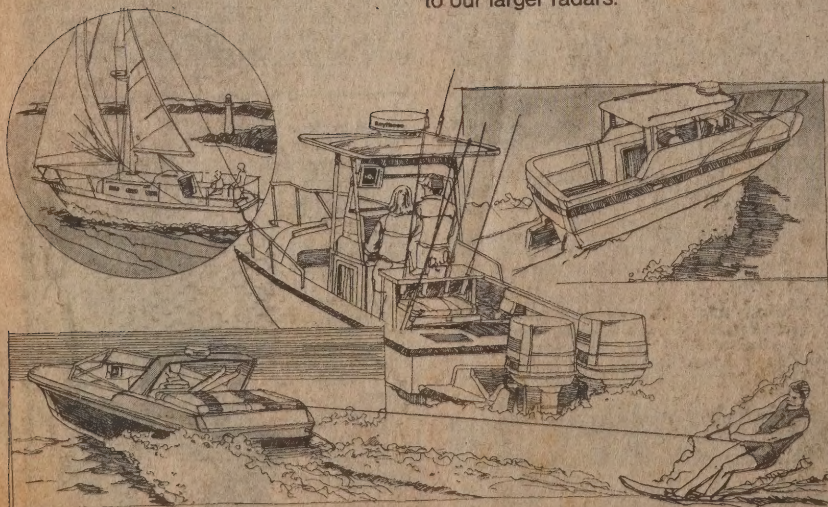
### Now the good news.

With its Low-noise Front End Receiver and Microwave Integrated Circuit (MIC), the R10's 1.3-kW transmitter packs enough punch to challenge the performance of larger radars. And, just look at all of these other outstanding features:

- The weatherproof R10 has passed Raytheon's tough environmental tests for shock, vibration, temperature extremes, and resistance to corrosion, fungus and water penetration
- Bright 7", 512-line Raster Scan display
- Shows Lat/Long or Loran TD position\*
- 7 ranges from 1/4 to 16 nm
- 2 pulse lengths
- Target expansion
- Range rings
- Electronic Bearing Line (EBL) and Variable Range Marker (VRM) with readouts
- SeaGuard Intrusion Alarm
- IR, rain and sea clutter controls
- Meter bars show levels set for rain and sea clutter, gain and tuning
- Picture "freeze"
- Easy to install
- Display mounts on dashboard, bulkhead or cabin top
- Bracket permits fast removal for safe storage
- Fits into overhead equipment cabinets
- Optional recessed display mounting kit available

Whether used as the only radar on a small boat, or as back up on a larger boat, R10 delivers the superior performance you expect only from Raytheon. Where quality starts with fundamentals.

**RAYTHEON MARINE COMPANY**  
46 River Road  
Hudson NH 03051 USA  
603-881-5200 FAX 603-881-4756



\* With proper NMEA 0182/0183 inputs from Loran-C, SatNav, Decca Navigator, Omega or GPS.